

HIGHWAY 1/MANOR DRIVE OVERCROSSING IMPROVEMENT PROJECT

COMMUNITY MEETING

Summary of Community Meeting

Wednesday November 27, 2018

The City of Pacifica hosted a community meeting on Tuesday, November 27th, 2018 from 6:30-8:30 p.m. to discuss the Highway 1/Manor Drive Project. The meeting was held at the City Hall Council Chambers facility at 2212 Beach Street in Pacifica. Approximately 45 community members attended the meeting. This was the first community meeting regarding this Project. In addition to the Project Team, Pacifica Mayor John Keener, City Council member Deirdre Martin and Public Works Director Van Ocampo also attended the meeting.

Approximately 90% of the meeting attendees indicated they received one of the 2,000 mailed flyers. Four attendees indicated they saw a posting of the meeting notice on NextDoor. Two of the attendees said they saw the meeting flyer from the City e-blast. Other ways community members found out about this meeting included additional flyers created by community members distributed in the Pacific Manor and Edgemar neighborhoods as well as by word of mouth.

Sam Bautista, Deputy Public Works Director and City Project Manager, welcomed the attendees and introduced the AECOM Project Team. The facilitator then explained the themes of the evening's presentation as well as the meeting format.

Ramsey Hissen, AECOM Project Manager, spoke to a PowerPoint presentation. The presentation was given to orient the attendees to the existing conditions in the project area including existing traffic congestion and roadway deficiencies. He then covered the goals of the project, the constraints, and the proposed measures for the Manor Overcrossing Improvement Project.

The PowerPoint presentation was followed by a half hour question and answer period. The comments and questions asked by the public are captured below.

The attendees were then asked to meet with City staff and the project team at boards set up in stations around the room to get their more detailed questions answered. The stations included the following:

- Vicinity Map where attendees marked the property they represent
- Existing Conditions Map
- Project Goals
- Conceptual Design Plans

After a half hour of station time, the facilitator gathered the attendees back to their seats to hear a report out from the Station Leads. The reports are summarized below.

The meeting adjourned at approximately 8:30 p.m.

Questions/topics raised or comments made during Q and A Session:

- School drop off causes many traffic impacts to neighborhood streets and Milagra Drive and Manor Drive.
- Diagonal parking in front of Walgreens causes major traffic back-ups.
- Desire for more clarity regarding right-of-way impacts and utility relocations.
- Desire to separate the potential on-ramp as a separate project.
- A pedestrian/transit user would like to have detailed information on the impacts to bus stops prior to City making any final decisions.
- Will meeting materials be posted on the website? (yes)
- Milagra on-ramp is not a good idea. The traffic is already a nightmare on Milagra. There is too much of an impact on Oceana too with this design.
- There is already a NB on-ramp to Highway 1 at Salida, a short distance away. This doesn't seem like it is really addressing current traffic. Is the project being considered because of the future development of the proposed hotels?
- The existing situation is dangerous for bicyclists. This proposal looks dangerous for cyclists. The bus stop on Oceana is terrible. Access to bus stops needs improvement and therefore should be included in the project. I like the improved access to Manor. I do have concerns about how it will be done. Separate out the on-ramp project.
- I am concerned about the length of the schedule. There are safety issues today. Can something be done in the interim? Can crosswalks be re-stripped? Can we have interim improvements? (The City will be repaving Oceana, crosswalks will be restriped as part of that project.)
- The school impacts traffic in and out of this area. Are there traffic numbers for when school is in session versus not in session? (Traffic counts were taken in May when school was in session. That is standard.) Can there be recommendations for how school traffic might circulate better through the neighborhood?
- People should encourage students to walk to school.
- I am opposed to on-ramp. A new on-ramp won't solve anything. Has the fire station activity been taken into consideration? (Yes, emergency access is something we always need to consider in all projects.)
- Crossing guards should be looked into by the City. That would be a cheaper and faster solution.
- Will construction impacts be explained? (Yes, that will happen at a later phase of the project when we have the project further defined. It will also be disclosed in the environmental document for the project.)
- I care about kids, speed and cars. Manor Drive is a short cut and the traffic goes very fast today. Other short cut routes include Miller and Milagra. There needs to be concern expressed for existing residents. We are concerned about our quality of life. We don't need a new on-ramp. Edgemar needs better safety for the small children who bike and walk there. I am concerned about neighborhood impacts.

- Milagra traffic is too fast. Milagra needs to be repaved. Manor drive is steep and it's hard to let kids walk to school. I support speed bumps. We need crossing guards. The cross walks need to be repaved. There needs to be signage showing that you are entering a school zone. We do not want people from outside the neighborhood added to the traffic mix. It is already challenging to get and out of our driveways.
- Are we talking about two new lights? How will that work? (Yes, they would be tied together or synchronized in their operation.)
- What about Oceana? That street is too dark and needs more street lighting. (As part of adding traffic signals some new street lighting would be included as well.)
- Manor Drive is very dark and very dangerous.
- The merge onto Highway 1 would be a concern for me. (We would be following Caltrans standards for merges.)
- I am a property owner. I am concerned about traffic. I am concerned about crime and fast access onto the freeway for criminals. I will not feel safe. I am concerned about impacts to Edgemar. There is no need for the new on-ramp, there are on-ramps already that are nearby.

Comments taken down by facilitator at flip chart during station period or turned in on comment cards:

- Symmetry and low cost are not driving reasons to build an on-ramp which no one wants.
- Milagra is steep and a small valley is created. I am concerned about air quality impacts. The other on-ramps are built on the flat areas. There are commercial district buffers near the other on-ramps. If the new on-ramp is built there is no such buffer here it would be in a residential area. The fire station is not a buffer zone.
- Would like a flashing light rather than a full signal.
- I like the Milagra on-ramp idea because:
 - Will get more traffic off of surface streets sooner
 - Will primarily be used by residents living due east and south
 - Will enhance property values--easy freeway access
 - It will direct hundreds of cars away from Ocean Shore
- I love the two lights concept at Manor Overpass but
 - Parallel parking matters—it is a must for this to work.
 - I would like to see a light at Edgemar and Manor as well or speed humps as you come down Manor toward Oceana.
 - Cars cannot cross the double yellow lines on manor to access businesses on the southside of the street.
 - The Milagra on-ramp is critical to the project to keep the flow of traffic efficient through the lights at Manor overpass. It will help alleviate current back-ups on Ocean between Milagra and Manor. Buses cannot run on time when stuck in current traffic back up.
 - Construction is a long way away so in the meantime the current Manor Overpass needs:

- Even pavement on the south side
 - Better lighting on south side
 - Removal/clean up of sidewalk so a puddle doesn't show up each time it rains
 - Lighted/blinking lights for pedestrians to be safer.
- While construction is underway what is the plan to keep the traffic moving across the freeway? I live in the Esplanade/Monterey area and already feel trapped in this location. Access during construction is critical.
- There is no reason to do the Milagra part of the project, the only suggestion was "perhaps it will help the traffic." It seems that Milagra is included only because the work is half done already. But no one wants it, and it does minimal good. Why is even considered?
- Existing conditions need:
 - More safety around Ocean Shore School:
 - Lighted crosswalks
 - School zone signs
 - Speed humps/bumps
 - Milagra Drive:
 - Needs paving
 - Needs speed humps/bumps
 - Is narrow and winding increased traffic will be dangerous
- Thank you for including the public in this preliminary stage of the Manor Drive Overcrossing Project with plans for a new northbound entrance to Highway 1 at the west end of Milagra Drive. It is the northbound entrance I would like to discuss. I appreciate that this new entrance would reduce traffic seeking northbound access from entering busy Manor/Oceana intersection near Mazzetti Bakery. Highway 1 northbound traffic on Oceana north of the existing entrance by Oceana High School, Oceana High School's northwest parking, Good Shepard, and Connmara all could use this new access at Milagra and avoid the Oceana/Manor intersection. However, I do believe there are three unintended consequences to this plan:
 1. Traffic would use neighborhood streets as arterials to access the new northbound entrance. Specifically, Edgemar between Manor and Milagra, Milagra Drive itself, and Miller are likely to see increased traffic.
 2. Increased risk of traffic entering the wrong way on to on-coming traffic.
 3. Increased risk of robbery to merchants where immediate interstate access can provide a quick getaway.

I would like to propose an option: provide southbound access from Oceana onto the existing Highway 1 northbound entrance. If the site is too steep for southbound access, the intersection at Paloma and Oceana could become a roundabout—that way, southbound Oceana desiring to circle and go northbound to access the existing ramp may do so. If Oceana High School wanted to create a student bus stop on the northeast corner of that intersection, southbound buses might loop around, pick up students without obstructing traffic, and return southbound using the roundabout. The option increases student safety and utilizes an existing on-ramp.

Station Report Outs:

Vicinity Map

- Good turn-out of people from Milagra and Edgemar areas

Existing Conditions

- Concern about existing safety issues related to pedestrians and children on bikes on Manor Drive
- Need for lights for pedestrians and bicyclists at night
- Need for extension of lighting down Manor Drive
- Need for crosswalks
- Suggestion to have new signal work as traditional traffic light during peak periods and flash during non-peak periods
- Shaking of existing bridge noted
- Lighting is observed to be bad at night

Project Goals

- No comments noted that were directly related to stated project goals display

Conceptual Design

- Most people support Manor Bridge widening
- Suggestions to go beyond current project limits to include more intersections along Manor Drive for lighting and other improvements
- Little support for suggested on-ramp
- One person specifically supports on ramp due to current congested traffic
- The current schedule to deliver the improvements is seen as too long, attendees want interim improvements particularly those related to lighting, pavement, crosswalks and other safety related items
- Desire for Manor Drive widening

Traffic:

- People using shopping center for cut through route
- Need to look at traffic impacts in the neighborhoods

- Desire to re-look at Paloma on ramp as an option, desire for a traffic study of this option
- Desire for traffic circulation study related to school traffic patterns and what might be able to be implemented as traffic mitigations

This summary of the meeting was prepared by Eileen Goodwin, Apex Strategies.