

HIGHWAY 1/MANOR DRIVE OVERCROSSING IMPROVEMENT PROJECT COMMUNITY MEETING

Summary of Community Meeting #2

Wednesday May 8, 2019

The City of Pacifica hosted a community meeting on Wednesday, May 8th, 2019 from 6:00-8:00 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 to the second community meeting regarding this planning effort with this Project Team, the first meeting was held in November 2018. In addition to the Project Team, Pacifica Mayor Sue Vaterlaus and City Councilmember Deirdre Martin attended the meeting.

The meeting facilitator convened the meeting at 6:02 and explained the meeting agenda and asked questions of the audience about the noticing of the meeting. Ninety plus percent of the meeting attendees indicated they received one of the 2,000 mailed flyers. Forty percent attendees indicated they saw a posting of the meeting notice on NextDoor. Two of the attendees said they saw the meeting details on the City Facebook page and one saw the City Tweet about the meeting. Approximately one half of the attendees indicated they attended the first meeting in November 2018. Attendees were asked to dot their location on a vicinity map. Consistent with the first meeting, most of the attendees were from the immediate project area.

Sam Bautista, Deputy Public Works Director and City Project Manager, welcomed the attendees and introduced the City staff and AECOM Project Team.

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 and the feedback received at the first community meeting regarding the project details. The next part of the presentation covered work accomplished since the last community meeting including meetings with Caltrans and SAMTRANS as well as a review of the updated designs for the Manor Overcrossing area and a proposed new design for the Highway 1 Northbound (NB) on-ramp as well as two roundabout designs for the Paloma on-ramp area. The presentation concluded with an explanation of the schedule and next steps.

There was a forty-minute question and answer period immediately following the PowerPoint presentation. The comments and questions asked by the public are captured below.

Then attendees were 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. This part of the meeting lasted for an additional half hour. The stations included a station for:

- Existing Conditions Map
- Conceptual Designs
 - Manor Dr Overcrossing
 - Milagra Dr On ramp
 - Paloma roundabouts
 - Typical Cross section for Manor Dr Overcrossing –
 - Combined Manor Dr and Milagra On Ramp
- Traffic

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

The meeting adjourned at approximately 8:15 p.m.

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

Question/Comment	Response
With regard to grant money, will there be more in the future?	Each phase will take a lot of money; this phase will cost \$350,000 to \$400,000. The City will need to secure an additional grant to move to the next phase as this phase will use up the existing grant.
What is the cost of the Highway 1 NB on ramp at Milagra option compared to the alternative roundabout at Paloma. Which one costs more? If we do Paloma, there is an opportunity for a bus stop at the High School.	Roundabout on the on ramp would cost \$8M; the roundabout at Oceana and Paloma would be about \$10m; the Milagra on ramp Option 1 is estimated to cost \$6.4M; Option 2 for the Milagra on-ramp would cost approximately \$4.4M. The costs differ between options because the right-of-way requirements differ and so does the amount of retaining wall.
Parallel parking in front of Maretti's bakery is super impacted today; it is a log jam. How can people park on the bridge? How to access?	There would be a lot of space on the new wider bridge so there would be room for parking and a bus stop without impacting the through traffic across the bridge. We can explain this more at the stations.

Question/Comment**Response**

There is a bus stop shown on the bridge; why is this a good idea?

The bus stop would consolidate existing stops, be safe for buses and passengers, and be convenient for passengers. There is an opportunity provide safe crosswalk access for passengers.

Wouldn't a bus stop hinder traffic? I often see buses stop in the lanes and cause traffic back-ups.

No, there would be no blocking of a lane. The team has been working with SAMTRANS driver representatives to help design the proposed bus stop. There is enough right-of-way that the bus would be able to pull completely over to the curb and out of the lane.

I see why you can widen the bridge but cannot widen Oceana.

Comment noted.

The project may have some useful components, but I think the car trip has been prioritized. This is a car town. It is hard and unsafe to bike in this town. Your bike segments won't help. I'd like bikes to be prioritized.

Comment noted.

Diagonal parking is a problem today around town, I don't like that you are you proposing more diagonal parking on the bridge. I don't want a new light added at Manor at Oceana light. It isn't needed. I live there. It will lead to a back-up. I like the idea of two lanes on Manor and two lanes on Oceana. We should not have to wait. We should do that project and add more street lighting now. I am concerned about the growth projections. You should consider an on-ramp at Paloma.

Comments noted.

Question/Comment

Response

Manor residents did a thorough traffic study of the area 20 years ago. The traffic was at the “max.” How will traffic be cleared under your design? How is traffic improving with the same number of lanes?

New traffic signal technology will help to clear the load. We can explain how at the station during the open house.

Will the parking of cars on the bridge impede traffic?

No, there is sufficient room on the bridge, we can show you the details at the station during the open house.

I see you provided graphics of the traffic cues for the current and future conditions with no projects. I would like to see a version of the cues with the projects you are proposing built. The “Build Conditions” cues will help us to see what length they would be after the projects.

That can be done.

Milagra Drive resident: Concern regarding on-ramp. Police are not going to enforce. Don't see the need.

Comments noted.

Pedestrian overcrossing over Palmetto to Oceana will that stay the same?

Yes, it is not part of the project under discussion.

Lifetime resident at 500 block of Palmetto noted the street is like a drag strip. It is a residential street; what about our needs?

The City will look into enforcement right away. There are design elements that can be incorporated to slow traffic.

Concern expressed that decisions have consequences. Impacts don't seem to have been thought through regarding the light and on-ramp.

Comment noted.

Will Milagra and Oceana be at the same grade?

All streets will be at the same level.

Question/Comment

Response

Regarding the growth projections for 2025, where is the extra traffic coming from? Speeding is an issue

The C/CAG model was used for the traffic growth, that is used for future volumes. It assumes the approved General Plans for all jurisdictions in the nine Bay Area Counties will come to be. The traffic model assumes growth beyond the City of Pacifica borders.

In the Second Phase, can the on ramp be separated from the Manor issues and projects? .

It is not yet determined whether there can be a potential split of project. The City will need to see what may or may not be needed and what grant sources are available to fund which aspects of the project.

There are three main traffic generators they are 1) the high school 2) other schools and the Connemara development. I would like to understand more about the traffic projections since these three main generators are not expected to grow

We can show you traffic estimates at the open house station

There were two straw votes taken at the meeting:

The first raised hand vote was a straw vote about whether the attendees would like to drop studying the on-ramp at Milagra: 75% of those that voted said yes drop the idea; 25% indicated they would keep the on-ramp effort in study. Attendees were asked this question during the Q and A session when the 45 audience members were in attendance. The attendees were also alerted that the current grant funding required the study of the on-ramp during Phase One.

The second show of hands was conducted after the station open house session but before the final report out. The second straw vote question that was asked related to whether the attendees (which had dropped to 2/3 of the high point) would recommend the City study Paloma roundabout instead of the Milagra, study both or only study Milagra. Of those who voted, 95% prefer Paloma only, 5% both and no one indicated that the City should focus only on the Milagra on-ramp option.

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

- No point in creating a roundabout by Oceana. It is just a new way to address the problem. It won't help – Americans are not very experienced driving with roundabouts.
- Why can't we restripe Oceana and Palmetto and try it before we do these other parts of the project?
- Can we take a field trip to Manor and experience it live during a meeting with the project team?
- Instead of showing cue length in the presentation, the team should do a visual simulation with car movements.

Station Report Outs:

The staff that interacted with the public during the open house period reported the big themes of their conversations. Some of the staff have specific expertise and were stationed at certain areas so their comments reflect those conversations. These comments below are the themes or comments that represent many other specific comments that occurred during the open house period.

Traffic:

- Before widening, can the signals be done first? (looking into that)
- Parking circulation
- Supportive of Manor improvement ideas
- Adaptive signal where can I experience it? (e.g., in Mountain View at the Shoreline/101 interchange area)
- There should be a field trip meeting on site

Process:

- When the project goes to design – creeks and as-builts should be researched and considered.
- Restriping Palmetto and Oceana should be tried before all these larger ideas move forward.

Milagra On-Ramp

- On Edgemar there was a sinkhole two years ago a 70-year old pipe failed. Inspection prior to construction of on-ramp will be necessary.
- Traffic volumes: future development might cause more traffic if on-ramp is built.
- Cueing near fire station – with project moving forward.
- City should separate project into two projects: the ramp and the overcrossing– request to Department of Public Works.
- Additional parking – against the proposed new parking near Oceana and Milagra. If parking happens, then meter it.
- Proposed hotel impacts should use other on-ramps that the ramps that serve the neighborhoods.
- Concern re Oceana and Milagra – with new on-ramp there may be an increase in traffic.

- Concern about cues if on-ramp is installed, can the team show the impact to Manor Drive with No-Build (yes).
- Talk to school about timing of the school sessions to get them staggered, to spread traffic impact

Paloma On-Ramp

- There is an existing ramp there; the focus should be to make it better.
- Suggest to make the roundabout smaller to reduce right of way impact.
- Do a LOS modeling run showing what the situation would be after improvements on Manor Dr, before continuing more study on adding new on-ramp on Milagra.

Gen City

- Adaptive system questions – concern re additional stop dwell time for residents
- Lighting bad now – upgrade do not wait for this project to be completed, do ASAP.
- Questions regarding bike and pedestrian components (City Bike Master Plan currently being updated).

General Topics

- Similar comments as above –
- Suggestion to try out signal at Manor and Oceana first before other project elements
- On-ramp concerns – traffic and bad behavior.
- Bike safety – keep bikes out of live traffic.
- Suggestion that future presentations include visual traffic simulations and a more interactive presentation.

Prior to the close of the meeting, the Mayor suggested that attendees get the word out about issue, as the City wants to hear all perspectives.

This summary of the meeting was prepared by Eileen Goodwin, Apex Strategies who facilitated and documented the meeting.

Comments received by the City prior to the 2nd Community Meeting on 05/08/19:

1. Please time the lights somehow so that commuters and driving parents equally share the burden of this traffic. The biggest problem is the school hours.
2. I remain concerned about the planned Milagra Drive northbound HWY 1 entrance as I believe it will bring traffic onto neighborhood streets like Edgemar and Milagra Drive - as people seek HWY 1 access to avoid the Oceana/Manor intersection. I understand that the existing entrance is legally too short and modifications to lanes in HWY 1 would need to be made. I also am wondering if the existing HWY 1 northbound access by Oceana High School could be more economically modified so that south-bound traffic on Oceana could access it. Could you please address these issues at the meeting?

3. I would just like to state that myself and several others are in support of this project. A new on-ramp is needed, and anything that can ease congestion at the Manor drive intersections is much welcomed. Those intersections are too busy, causing slow traffic and the endangerment of both drivers and pedestrians due to poor visibility and high volume during rush hours.
I can only hope that the vocal opposition of NIMBY neighbors will not deter the progress of what will ultimately be an improvement. I'm unable to attend the meeting tomorrow night, but I wanted to voice my support via e-mail.