

Otis Drive Workshop #2 – March 20, 2019 – Community Input

Workshop Summary

The City of Alameda invited participation in the second workshop for the Otis Drive Traffic Calming and Safety Improvement Project on Wednesday, March 20, 2019 to discuss preliminary recommendations for addressing speeding and safety while improving walking, bicycling, driving, and public transit on Otis Drive between Westline Drive and Willow Street. To announce the workshop, the City sent a letter to the adjacent properties and property owners, issued a community advisory/press release and distributed the information via social media, email list serves and the City of Alameda web site as well as neighborhood barricades located on Otis Drive at Westline Drive, Grand Street and Willow Street. Wood School also sent announcements to their community. There were over 30 individuals in attendance at the workshop, which was held at Wood School. City staff and the consultant team received comments via comment cards at the workshop, directly on the draft concept drawings at the workshop and via email and phone before or after the workshop from community members who were not able to attend. A summary of the comments received is provided below along with the verbatim comments received.

Comment Summary

Short-Term Plan Input:

- Support the recommendation in general (12 comments).
- Concerned about floating parking at Rittler Park - keep car parking next to sidewalk at Rittler Park (11 comments).
- Opposed to a three-lane option with some mentioning that they do not want it to look like Shoreline Drive (8 comments).
- Support three lanes (5 comments).
- Support bike lanes (5 comments).
- Want a marked crosswalk at Tarryton Isle (5 comments).
- Support improved traffic signals (5 comments).
- Support the bus stop changes (5 comments).
- Support left turn lanes at Otis & Grand (4 comments).
- Need to fix the flashing beacon at Lum School (4 comments).
- Concerned about the excessive speeding along Otis Drive in the east end between Broadway and High Street (4 comments).
- Support the leading pedestrian intervals at signalized intersections (3 comments).

- Prefer increased enforcement (2 comments).
- Support tree plantings (2 comments).
- Concerned about evacuations during an emergency (2 comments).
- Supports additional crosswalks with flashing beacons (2 comments).
- Supports extending red curbs at intersections (1 comment).
- Concerned about bike movements through Willow Street (1 comment).
- Concerned that recommendation will not reduce speeding (1 comment).
- Evaluate short term before proceeding to long term (1 comment).

Long-Term Plan Input:

- Prefer protected intersection to roundabout; have concerns about roundabout (5 comments).
- Prefer roundabout (5 comments).

Comment Cards

Short-Term Plan Input:

1. Very impressed by short term plans. My concerns are mainly speed on Otis, bicyclists using roadway and not on sidewalks, and visibility on existing side streets. (Brodie).
2. I love the new bike waiting area at the Crown Beach Slip lane on Westline Drive. Could we also get a shared marking in the left part of that turn pocket?
 - a. Still concerned about bike movements through Willow Street.
 - b. Really, really wish David had not said that vehicles (Uber/ Deliveries) can stop on the bike lane. Folks here need to know that is not safe or legal.
 - c. Also wish presenters would not throw Shoreline Drive under the bus. Instead compare to Fernside Boulevard. (Susie).
3. Evaluate the effects of short-term changes before long-term changes are implemented, include community impact.
4. Excited to see more bike lanes in Alameda. I'm enjoying the bike lanes on Fernside and extra distance from the cars that the extra striping provides. I'm glad to see this treatment expanded in Alameda. (Cheryl Chi).
5. I liked them all, especially the LPI's and 3 lanes. A big YES on bike lanes! (Meghan Thornton).
6. I would like to see feelings about this project impact public support for future bike lane additions across the island. For that reason, I support all the proposed changes, except for the floating parking near Ritter Park. I think the "costs" in terms of potential negative impact to drivers far outweigh the limited benefits to bikes on that one critical block. Drivers will be forced to block traffic while parallel parking, exit cars in a traffic lane, and cross a bike lane to get to the sidewalk. So many people drive that block that I predict a lot of unhappy drivers. I think this will reduce support for future bike lane projects. (Joe Keiser).
7. I would prefer to not have the bicycle lane transition to curbside by the park at Grand. As a cyclist this could create conflict between me and kids getting out of parked cars and running across the bike lane. Also, cars parking adjacent to traffic lane would create conflict with car doors and kids opening directly into traffic lane especially with parents trying to unload sports gear and control kids at the same time (safer to keep the kids and loading of gear next to the curb).
8. Losing a few parking spaces is a small price to pay for bike and pedestrian safety. (Bonnie Wehmann).

Long-Term Plan Input:

1. Prefer protected intersection to roundabout personally, but curious to discuss with other bike riders. (Susie).
2. Roundabouts are not a good idea given that the park and middle school attract a lot of pedestrians. The other long-term design is much better for Grand and Otis. I hope to see changes on more streets, especially Lincoln. (Cheryl Chi).
3. Roundabout sounds great. (Meghan Thornton).
4. Provide video of roundabout working well with 80% approval.
 - a. At protected bike lanes: no opportunity for double parking in bike lane or buffer zone. Not safe to make kids merge out into traffic to go around double parkers. (Bonnie Wehmann).
5. At Grand and Otis: I would prefer to not have the roundabout. My concerns are using it as a cyclist, conflicts with cars and pedestrians on ramps. Also, a large volume of kids/pedestrians crossing before or after school or for park events could stall traffic as cars are forced to wait on large number of crossing pedestrians.

Comments on the Draft Concept Drawings at the Workshop

Short-Term Plan Input:

General Comments:

1. At Otis Avenue / Grand Street Intersection: Current configuration is very dangerous for pedestrians.
2. Moving bus stop after the intersection is good (on moving bus stop at Westline Drive to the north).
3. This is a great idea! (on moving bus stop at Westline Drive to the north).
4. This is not a good idea- bicyclists crossing right turn traffic (on green bike lane / Green bicycle box at Westline Drive).
5. I love the three-lane idea!
6. It is very difficult to get out of my driveway now, into the ongoing line of traffic on Otis Drive. I have to park my car facing outwards in my driveway.
7. Great idea! (on moving bus stop at Otis /Grand intersection further down the block).
8. I like the LPI's a lot.
9. Mimic left turn signal like Buena Vista Avenue and Sherman Street. Weighted signals that only activate when cars are present.
10. Can traffic light timing be re-examined at Otis and Grand? Driving east on Otis and waiting to turn left onto Grand Street, it takes forever for light to change. Sometimes 2 to 3 cycles.
11. What will happen at Lum site? Parking if sports field.
12. I support the removal of bus stop at Arlington / Heather Walk.
13. Convert the unused playground behind Lum into a parking lot for Ritter Park.
14. Fix the flashing beacon at Waterview Isle / Sandcreek Way ASAP. Not working currently, cars cannot see lights.
15. Pedestrian signals at Grand and Otis should change automatically. For pedestrians right now, you have to press a button and wait.
16. Please add protected walk signal at Grand and Otis, soon!

Floating Parking:

1. Park is used heavily. Keep car parking next to sidewalk.
2. Concern that pedestrians walking between cars will surprise (be hit by) cyclists.
3. Park is used heavily. Keep car parking next to sidewalk.
4. At Ritter Park: Buffered bike lane inside parking is unsafe. Put bike lanes on street side of parking, standardize bike flow along Otis Drive. Also safer for kids in cars coming to Ritter Park for soccer / little league.
5. Switch car parking and bike lane for kid safety.
6. Maintain curb, then parking, then bike lane order at Ritter Park. More uniform for cyclists and safer for kids getting in and out of parked cars.
7. I oppose the idea to switch the bike lane / parking in front of Ritter Park. Keep it the same as the rest of the street.

8. Keep parked cars next to curb here (Ritter Park). Kids who are late to games/ practice burst out of cars and run without looking. If bike lane is next to curb, they will wipe out the bikers.
9. Ritter Park Parking: Prefer to keep bike lane outside parked cars. Don't make it like Shoreline!

Crosswalks:

1. Please add crosswalk at Tarryton Isle.
2. Add another crosswalk to service park.
3. Add crosswalk at Tarryton Isle.
4. I support the crosswalk at Arlington / Heather Walk.
5. All four sidewalk legs at intersections should be marked, highlighted, have markers (Waterview Isle / Sandcreek Way / Glendwood Isle).
6. Add crosswalk at Tarryton Isle.
7. Please add crosswalk at Tarryton!

Long-Term Plan Input:

1. Prefer the roundabout option.
2. Roundabout works for better vehicle flow.
3. Education will be needed here for middle school on how to use the roundabout.
4. Long-term I would still like to see no lane changes and add traffic circles at all intersections, but I know that's more money.
5. I support the left turn lanes to get in/ out of driveways on Otis Drive.
6. Otis / Grand Street: I oppose 4-way left turn lanes. It will make the wait at the lights too long.
7. Concerned about pedestrians and bicycles navigating through roundabout.
8. Really want left turn traffic lights at Grand Street.
9. Love the roundabout, I want to see it now!
10. Don't like the idea of having bikes on the sidewalk with pedestrians, strollers, dogs, etc.

Email/Phone Comments

1. I am doubtful I can attend as have a necessary HOA at same time. However, I would like to say that the primary problem on this street is speeding, yet I see nothing in the priority "improvement" that actually will slow traffic down. I see roundabouts as being considered in phase two. This seems backward to me. Slow the traffic down, way down. Getting rid of one lane, crosswalks and all the rest is not going to do it. I will still be running across this street. (Vali Ebert)
2. I am writing with comments on the new preliminary recommendations for the Otis Drive Safety Improvements project. I think it's great that "Planting Street Trees" has been identified as one of the low cost strategies to complete in 2020 as a part of this project. I would like to see this item further refined to identify the precise locations of where the new City street trees will be planted as well as the proposed species. Also, while it is great to plant new trees in the existing vacant tree wells, I think a more comprehensive approach should be taken. There are many barely living or severely stunted street trees along this corridor. I think those trees should be removed, their stumps ground out, and replaced as a part of this project. Also many vacant City street tree wells have been filled in or paved over with concrete. These tree wells should be reopened to accommodate new street trees. I would like to see the species of tree used along this corridor be Alameda's native tree (Coast Live Oak - *Quercus agrifolia*). This tree is native to Alameda and there are several that are currently growing along the corridor and doing quite well with limited watering and maintenance needed. Please no more of the street trees that have been planted along here in the past that are severely stunted and clearly not doing well. To give the new street trees the best chance at surviving in the poor soil (and thriving) a street tree well detail should be developed that includes digging out the existing compacted sandy soil and filling it in with a quality soil. How will irrigation of these new trees be accomplished for the first couple years until they are established? (Scott)
3. If you wish to waste some time plan on attending. The decision has been made. There will be 2 lanes for cars and 2 lanes for bicycles plus a center turn lane. We will finally get 1 crosswalk to accommodate approximately 250 residential properties in the distance of one half mile of Otis Drive plus Rosewood???? Look how wide the bicycle lanes must be to accommodate a tricycle for seniors. Plus a buffer from traffic and a buffer from the parked cars!!!! Add in the center a two way left turn lane and what is left goes to tax paying cars, trucks and busses. Once again as on Shoreline the tax paying car drivers must subsidize bicyclists. We continue to be classed as the CASH COW. When will some council member have guts enough to start taxing bicyclists? How about you Mayor Ashcraft or you Vice Mayor Knox? Gail, thank for your quick response. I hope the three crosswalks get approved. (Capt. Derr)
4. I whole-heartedly agree with the proposed improvements! This is an idea whose time has come! I drive 25mph along Otis Dr nearly every weekday morning and all too often have someone behind me or pass me trying to go 40mph. It's not safe, especially near

intersections and crosswalks. Having four wide through lanes just encourages that sort of behavior. It's time to calm traffic down and add protected bike lanes to Otis Drive that people can safely take to the beach and the park. Thank you! (Paul Medved)

5. Hi Gail, I travel on Otis frequently and some people go the speed limit, others race by in the fast lane. Reducing it to one lane in either direction will result in tailgating and passing in the middle lane. A better solution would be more enforcement by the police. There is plenty of room for bikers now. If they would like to put in lanes that would be fine but it won't slow down the speeders or make the bikers safer. (Louie Krasnovsky)
6. The proposed traffic diet will create a large safety issue for Alameda after an earthquake. After a fire in Paradise Valley about 10 years ago, there were calls to create faster paths out of the area. But, four years after that fire, the city of Paradise decide to implement a traffic diet through the town to make visiting merchants easier and safer for pedestrians. And during the last fire, people lost their lives stuck in a traffic jam caused by that traffic diet. In the 1906 earthquake in San Francisco, the town was NOT destroyed by the earthquake. The earthquake caused fires and the fires destroyed most of the city. If we had a major earthquake, there will be fires from ruptured gas lines that could spread across residential areas. It will be very difficult for citizens to get out of harm's way quickly and difficult for emergency vehicles to get in where there are traffic jams due to traffic diets. All the side streets on the North side of Otis Street between Westline Dr and Grand and between Grand and Willow St are cul de sacs. If there is traffic jam during an emergency, then cars cannot escape via those side streets. And people living on those side streets will not be able to exit if there is a traffic jam during an emergency. Already, on Shoreline Drive, where a traffic diet has been created, when a delivery truck double parks, cars jam up because of the on-coming traffic is too heavy to pass in the on-coming lane. Residents on the side streets complain about it being more difficult to pull out into traffic on Shoreline Drive. Bikers frequently ignore the bike paths and either use the walkways or ride down the middle of the streets. Further, the City has relied on suspect studies to justify the safety of traffic diets. There has been no study of an increase or decrease in accidents on Shoreline drive to justify more traffic diets in our area. If people lose their lives due to these traffic diets during an emergency, the City will be sued out of existence because the City willfully ignored the safety of its residents during a time of emergency for the reason adding bike paths and more on-street parking. (George Van Treck)
7. I would like to express my happiness with the City's proposed improvements to Otis Drive. As a Wood Middle School parent, I have two children who walk and bike to school on a daily basis. The proposed changes would definitely help to make the Otis-Grand intersection much safer for our children on their way to and from school. Being at the school frequently as a volunteer, I have witnessed numerous near misses at that intersection. Furthermore, I have several friends whose children travel along Otis Drive from Westline to attend Wood and the changes along this stretch of roadway would allow to feel more secure. Our children should have a safe way to travel to school and these

proposed changes would do that. I unfortunately am not able to attend the upcoming workshop or the Transportation Commission meeting, but please share my email with all those involved in planning. And thank you for all you do for our community members! (Kelly Scott - 2017-19 Wood PTA treasurer, 2019-20 Wood PTA president, Alameda Education Foundation board member)

8. I would like to strongly endorse the safety improvements outlined in the Community Advisory we received in the mail today. In addition to the bike buffer, I would endorse delineator posts along the proposed bike lanes. Thank you. (Steve Perez Otis Drive resident)
9. I am writing to let you know that our family is 100% in support of the City of Alameda addressing speeding and safety issues on Otis Drive, including pedestrian and bike safety concerns going to and from Wood at the intersection of Grand and Otis, and general pedestrian/bike safety concerns and beatification along Otis. Please know we are in favor of these changes! (Best, Deidre & Adam Abrons)
10. As a middle school teacher just off Otis Drive, and as a cyclist that uses this street, I strongly support the proposed traffic calming measures. In its current 4-lane layout Otis Drive is treated as a high-speed, cross-island raceway. Reducing traffic to a single lane each way will discourage the raceway mentality. (Steven Long, Wood Middle School)
11. **Re: Otis Drive – East End:** This email follows up from our phone message exchanges late this week. Copied are some of the neighbors living along Otis Drive between High Street and Park Street that are very concerned about the excessive speeding along this stretch of Otis Drive, which is all residential, except for Otis Elementary School and Krusi Park (lots of little kids crossing Otis here). Attached is a list of the names and addresses of some of the concerned neighbors. For over two years we have been meeting with V Patel, now former Alameda City Engineer (he recently left employment with Alameda), the Alameda PD and various Caltrans engineers. We want the number of lanes returned to one lane in each direction, the way it was about twenty years ago, and we want the 25 mile an hour speed limit enforced, and we want more flashing crosswalks, and we want this stretch of Otis Drive to no longer be a short cut for those traveling on the 880. Further, the current lanes widths along this stretch of Otis Drive are more narrow than what the state of California road design code requires (see Caltrans Highway Design Manuel, Chapter 300). This results in cars parked in front of our houses frequently being side swiped. (This stretch of Otis Drive should never have been expanded from two lanes to four lanes.) We would like the kind of support from Alameda that the Alameda residents on the west end of Otis Drive are getting, per the attached excellent Community Advisory from you. We look forward to speaking with you. Thank you for your consideration. (Kevin Barrett)
12. **Re: Otis Drive – East End:** My husband and I live at 2814 Otis Drive with our two young children. Kevin summarized our concerns and ideas for solutions perfectly. Do you have visibility into the timeline and priorities associated with improvements for Otis Drive between Park and High Street, especially the sections by Otis Elementary School / Krusi

Park? Is there a summary of the Parisi/CSW Design Group's findings or from the community survey referenced in the press release attached to Kevin's above email? How can folks in our neighborhood best communicate and partner with the City on this issue? Many of us have been interested in the community workshops that have been held, but none of them appear to address the part of Otis where we live. Thank you, (Jenny McNulty)

13. **Re: Otis Drive – East End:** My family lives at 2614 Otis Drive with our two young children. Kevin summarized our concerns and ideas for solutions perfectly. I hope there is a way that we can work on accomplishing these goals together. (Kane Russell)
14. **Re: Otis Drive – East End:** I live at 2815 Otis Drive (just a few doors down from Kevin's family's home) with my wife and almost 10 yr. old son and we echo the sentiments made by our neighbors. We moved into the neighborhood at the end of 2016, and were very concerned with the amount of traffic from the very beginning. Kevin introduced himself to us and was nice enough to bring us up to speed on all his past efforts at bringing the speed and traffic issue (along Otis Dr between High and Broadway) to the City's attention. While I'm happy to hear that the City is open to hearing our input on the Otis Drive project, I'm a bit saddened that for whatever reason, Kevin's past interactions with the City on the topic, had basically gone unnoticed and unheard of. Thus, this feels like we're starting all over again at trying to have our voices heard on the topic. Aside from the Workshop and the City Council meeting, who, at the City, should we also be in touch with about our concerns? We would appreciate further assistance in this matter. Thank you for your responses and willingness to meet with our neighbors to discuss our issue along the east end of Otis Dr. As you are aware, Otis Drive is a major thoroughfare through Alameda, mainly because it is part of Caltrans' Highway 61 route. I understand the difficulties and roadblocks that are associated with working with Caltrans, but we're hoping the City will look at this situation as potential improvement for the residential community and improve safety for everyone along the corridor. Thank you! (Jeff Tang)
15. I live on Larchmont Isle, and I am very much opposed to a 3-lane option (much like what became to Shoreline Dr). I recall driving westbound one night on Shoreline from Broadway to Grand St soon after its "improvement" and actually felt claustrophobic. I am a bicyclist who travels Shoreline a lot, and I still think that conversion was awful overall (principally for motorists and residents of the area). Moreover, every resident I've spoken with who needs to drive Shoreline to get to/from home absolutely hated the conversion. I understand the statistics on safety presented in the letter (I am a Mathematics instructor at Laney College), but has anyone collected information from residents whose lives have been impacted by such conversions in the past, asking if the residents feel that the tremendous inconvenience was worth the change? Please consider remedies to improved traffic safety that are alternatives to reduced lanes. It really boggles my mind that traffic engineers consider reducing lanes when the number of vehicles per household has been on the rise - caused by increasing numbers of family members living in a

household, as older children stay with their parents well past college graduation. Thanks for reading this far. (David Ross - Larchmont Isle)

16. Thank you for mailing your letter dated March 11, 2019 to the public regarding the above referenced matter. The City of Alameda is wasting money on consultants. There are frequent malfunctions of the flashing light on the pavement at the cross walk on Otis Drive near Sand Creek Way. The most recent malfunctions are: 1- The flashing lights don't work or; 2-The flashing lights stay on non-stop for many hours. This is confusing hundreds of drivers each and every day. There is flagrant negligence maintaining and repairing the cross walk pavement flashing lights, I hope the City is not waiting until someone is killed or suffer great bodily injury to properly repair the problem. Thank you for your immediate attention to this matter. Please dispatch a qualified individual to perform the repairs today. The City has failed and refused to perform the repairs knowingly that the current situation is dangerous to the public and kids are using the former school for sport activities. (Albert Levy)
17. Thank you for the updates on this project. I strongly disagree with only one portion of the plan. The addition of the two way left turn lane and the elimination of one lane in each direction for vehicle traffic is totally unacceptable. There are very few vehicles making left turns from Otis other than at Grand and the intersections near Southshore Shopping Center. The two way left turns at the shopping center portion of Otis work well and make things much safer. Installing a two way left turn lane along the remainder of Otis Drive will only create problems. First it will greatly increase traffic congestion during peak travel times and cause traffic to back up on Westline. Motorists will become frustrated and use the two way left turns to avoid the backups. Once again this is another misguided project to supposedly improve the safety for cyclists. Providing bike lanes makes sense not taking away traffic lanes. There are very few cyclists who commute or ride recreationally around the island. This is not San Francisco where there is a much higher ratio of cyclists to cars. The so called bicycle safety improvement project on Shoreline is the perfect example of this. This is a beautiful scenic stretch perfect for a bike ride. Both before and after the project you will not see any more than a handful of cyclists per hour utilizing Shoreline Drive even on a warm sunny day. It's now an incredibly dangerous street especially for the residents trying to exit the many apartment complex's. Improving traffic flow rather than restricting it as well as increasing the enforcement levels of the APD traffic division makes much more sense from a practical standpoint as well as more fiscally responsible. The city traffic problems will not be solved by catering to a vocal minority of bicyclists. I suggest you take the time at peak commute hours and either bike or drive around the island and observe how few cyclists compared to vehicles there are. Also pay attention to how many are observing the traffic laws. Thank you for allowing me to provide my feedback and opinions. It is very encouraging as a senior citizen to have such direct access to our city leaders. Because of my schedule and health issues I am not able to participate in the meetings. Thank you so much for insuring my voice will be heard. (Gary Stewart)

18. Why would anyone want to ruin a beautiful wide street by cutting it up? I have only been able to locate one accident happening in the past ten years when a bus hit & killed a pedestrian in a crosswalk at Otis & Grand. I see no reason for a bike lane. I do ride my bike, but on the Shoreline Dr. bike lane which is only a couple of blocks from Otis. I see no reason for a turn lane. If someone is turning, a driver can move to the other lane to pass by. I see no reason for frivolously spending money on landscaped medians, bulb-outs, bicycle-protected intersections (?), roundabouts, & transit priority signals. There are so many other city items that need repair (the pool for one), plus bulb-outs just remove parking spaces. I do agree with moving the bus stops to the far side of intersections with benches, extending the red painted curbs at intersections, and planting trees in vacant tree wells (but not Alders - so messy!). My last comment is about the crosswalk at Otis & Sandcreek Way. It just has a flickering light (sometimes!) in the roadway that has nothing to do with anyone actually crossing the street. (?) Now, that could use a real pedestrian crossing light. (Janet Crago - Sandcreek Way)
19. Thanks Gail. I think the short-term recommendations reflect what I heard at Meeting #1 and are good as far as they go. However I see no reference to any longer-term recommendations. Many were presented in both your initial presentation and discussions at my break-out table. As a wheelchair user, I expected these needs and recommendations would be addressed somewhere in your document. In particular, the need for more and better pedestrian and wheelchair crossings were identified throughout the area from Westline to Willow, especially "little islands" at mid-street so people would be crossing one lane at a time from the street edge. As presented, this necessitates raised areas at the edge of the street and at the middle lane. Will these basics be addressed at all in this 'quick and dirty' recommended changes -- perhaps referenced as an identified Phase 2 need, or was this study's whole purpose merely to get neighborhood sign-off on the change to 3-lanes (+ bicycle lanes) along Otis? I hope this can be addressed. (DJ Agnew)
20. I can't imagine a three-lane street. It is the only modern road in town. The idea of putting the bus stops on the downstream side of the intersection is a good one. The flashing light at Lum School has maintenance issues, and the ones similar to Park Street are a far superior idea. All the leaves wash into the lagoon. There are no green lights, and need to improve the traffic flow with a better traffic light program. My concern is the upcoming earthquake and the thought that there is no valve to turn off the gas line under Otis. San Bruno? I think modifying Otis Dr. to impede traffic is wrong headed and mean spirited. (Peter Muzio)
21. I live at 600 Arlington Isle, the corner of Otis Drive and Arlington Isle. I am grateful that the City of Alameda is concerned about excessive speeding by vehicles and the safety of pedestrians on Otis Drive. It is a common occurrence to see or hear vehicles roaring by our home using it as a raceway with total disregard for the safety of others. Here are my thoughts on some of the proposals:

A. If one goal is to slow down traffic, how about putting on a four-way stop sign at the intersection of Larchmont Isle and Otis Drive, halfway between Grand Street and Westline Drive? This will deter speeders from accelerating all the way down Otis Drive. This intersection, proposed to be the only transbay and local AC Transit bus stop between Grand and Westline, will protect the bus commuters walking across Otis. This intersection is also a connecting street to Otis for the Rosewood Way residents and will give them safer access onto Otis. A flashing beacon, although a good safety measure, will not deter speeders if no pedestrian has actuated it. Also, I have seen drivers either disregard or are distracted and do not stop when the beacon is flashing at other locations in our city. The four-way stop at Santa Clara and Sherman Streets has made it much safer for vehicles, bikes and pedestrians to cross Santa Clara.

B. Does the volume of traffic allow for the reduction of four lanes into two? Reducing to two lanes might create a long string of traffic in either direction making it harder for vehicles to turn left onto Otis from the seven lagoon isle streets. The current four lanes of traffic allow cars to travel "side-by-side" down the street and make it easier for traffic to clear these isle street intersections.

C. Bikes lanes would increase the safety of the bikers, but does the volume of biking on Otis warrant these lanes? I see relatively few bikers on Otis Drive. If a bike lane is installed, is it possible to try it on one side, the south side of Otis? The south side of Otis allows more continuity as the biker's path would not be broken up as much by the isle street intersections. In such a configuration, is Otis wide enough to keep all four lanes of traffic?

D. Left turn lanes and improved lane markings at the Otis/Grand intersection would be good.

Thank you for allowing me to share my ideas, and thank you for making our community a better place. (Randy Yee)

22. Otis heading South, at Grand, can use blinking crossing lights on both sides of Grand. Grand Ave turning lane going south needs to be left turn only onto Otis, with a left arrow, right lane should be designated straight or right turn only (going south). Thanks. (Suzanne Carter)

23. First, I am so glad that something is being done about speeding and safety along Otis Dr. I was wondering what locations are going to get crosswalks and flashing lights besides Larchmont Isle. It would be great to get flashing lights at the crosswalk on Grand at Wood School. I love the idea of left turn lanes at Otis & Grand but also had another thought. What about those intersections where there is a time that no one is driving and pedestrians can cross in all directions (including diagonally)? There is one in Chinatown in Oakland on Webster and 7th (?) It would be great to have that for about half hour before and after school to allow all the students to safely cross. Thank you for all you are doing to keep our children safe! (Peri Drake)

24. I am writing because I want to ask that the city paint a crosswalk at the intersection of Tarryton and Otis as part of the plans to increase safety on Otis. My son has a friend who lives across the street and there is no safe way to cross Otis to get to Tarryton without walking to the crosswalk at Otis and Westline. That means that there is a great temptation to very dangerously try to run across 4 lanes of traffic to get to the other side. Also, as a 4 way intersection Tarryton and Otis would be an ideal place to add a crosswalk to increase the safety for bicyclists and pedestrians. Thank you (Sahru Keiser)
25. Dr. Rosemary Hallum stated that the Otis Drive preliminary recommendation is very inadvisable because there are three different developments, which means there will be more people and more cars in Alameda, so the City should not take away space on the roads (Rosemary Hallum).
26. I live on Waterview Isle and received a letter about a potential project to make Otis street safer. It said to contact you to sign up for email updates. I think this project sounds interesting and very much in the right direction and would like to get updates on how it is going. Somewhat unrelated, the flashing lights for the crosswalk by the old Lum elementary school have been unreliable lately. Who do I contact to get somebody to fix that? In fact, it would be very helpful if they could be replaced by brighter lights like the one by Otis and Mound. (Magnus Ekman)
27. Has lived on Otis Drive for 33 years and is an engineer. It is ridiculous to cut it down to one lane in each direction due to congestion during the summer. About the turn lane at Otis/Grand, he does not know why the City would want to do it. Cutting down the number of lanes does not need to be done. The City is solving a problem that does not really exist. It will make it worse. As far as bike lanes, they can go to Shoreline so the City does not need it on Otis Drive. It is a stupid idea because the traffic will back from Willow and Grand. He has seen it before and it messes up neighborhood. The amount of traffic has increased tremendously due to the Shoreline changes. He is very concerned and thinks it will be a big mistake. (Jeff Kline)