

From:

Subject:

Date:

[EXTERNAL] Caltrans should listen to Alameda about Otis Drive.

Friday, May 23, 2025 1:11:16 AM

Good evening,

I am writing to strongly oppose [Caltrans' plan](#) to keep Otis Drive a nightmarish experience for pedestrians and cyclists, and a constant source of frustration for drivers.

It is appalling that Caltrans is going against its own policies and our city's requests to retain 4 lanes of high-speed traffic without any concessions to pedestrian safety. The current phenomenon of drivers rushing from red light to red light will continue.

I urge the city to continue to push Caltrans to make meaningful improvements to this corridor now. I don't expect protected bike lanes, but I do expect Caltrans to take pedestrian safety seriously.

Regards,

Robin Oliva-Kraft, father of 3, driver, cyclist, and pedestrian

From: [REDACTED]
Subject: [EXTERNAL] Comment re: Caltrans Otis Dr. Project
Date: Thursday, May 22, 2025 7:58:35 PM

Dear esteemed Transportation Commission Secretary,

As a resident that lives within a block of both Otis Drive and Broadway, I am concerned about the implications of the proposed lane reduction of Otis Drive from 2x2 to 1x1x1 to make room for a bike lane. Although adding a bike lane may add some level of safety for cyclists that want to ride on Otis, it would effectively cripple automobile traffic flow on Otis.

The crux of the issue is that cyclists have alternatives to riding on Otis. There are slower, safer side streets they can use between the bridge and South Shore. Although not ideal, there are alternatives. For automobile drivers, there is no alternative to Otis if traveling to/from the airport or Bay Farm. I would also wager that the number of people driving on Otis versus cycling is at least 500 to 1. Furthermore, the traffic on Otis is already horrendous during day hours and this will only exacerbate the problem.

I implore the commission to reconsider reducing the lanes reserved for automobiles on Otis.

Thank you,
Rob Greenip
Alameda resident

From:

Subject:

[EXTERNAL] Comments RE: Item 6-A (Caltrans D4 Update on SR-61 -- CAPM Project)

Date:

Monday, May 26, 2025 5:18:52 PM

Attachments:

[TC-5-28-2025 SR-61- Caltrans.pdf](#)

Please see our attached comments regarding Caltrans D4 SR-61 project update, on Wednesday's agenda for the Alameda Transportation Commission.

Thank you in advance for your consideration.

Bike Walk Alameda Board



Board of Directors

May 26, 2025

Denyse Trepanier
President

[RE: Item 6-A: Caltrans D4 Update on SR-61](#)

Brian Fowler
Treasurer

Dear Transportation Commissioners and Caltrans D4 Staff,

Tim Beloney
Secretary

Thank you for the opportunity to once again provide feedback on this important project. While we're encouraged by many of the proposed improvements, several concerns we previously raised remain either unaddressed or only partially addressed. We respectfully submit the following suggestions in hopes they will be considered during this meeting and incorporated into the final plans:

Cyndy Johnsen
Board Member

Maria Piper
Board Member

- **Bring bike lanes up to standard width.** We're pleased to see the inclusion of separated bike lanes along Doolittle; however, it appears that portions do not meet Caltrans' minimum width standards. We understand that reducing vehicle lane widths could help resolve this, and we urge you to pursue that solution where necessary.

Lucy Gigli
Founder, non-voting

- **Improve safety at Harbor Bay Parkway intersection.** To reduce conflicts between Bay Trail users and turning motorists, we previously suggested installing a bike signal and prohibiting right turns on red for eastbound traffic onto Harbor Bay Parkway. Have these or similar measures been incorporated? We note that bike intersection markings on the south side of Doolittle are missing, and ask that those be incorporated. ***Providing better design details for this intersection ahead of the meeting would be very helpful.***

- **Install pedestrian refuge islands on Otis at Mound and Versailles.** If geometric constraints prevent accommodating large trucks, we support restricting those turning movements in favor of prioritizing daily pedestrian safety.

- **Enhance the area around the High/Otis/Bayview intersection.** Please don't give up on incorporating Alameda staff's thoughtful proposals around curb and sidewalk expansions here. They will greatly improve comfort and connectivity for pedestrians and bicyclists getting around Alameda. These opportunities are few and far between, so we encourage action now.

Finally, while we understand a road diet for Otis may no longer be actionable with the project at hand, we want to express our disappointment that Caltrans did not follow through on its commitment to seek funding to study it. Postponing this effort for so many years will come at a real cost to us. Given Alameda's greater prioritization of road safety, it might be worth exploring the possibility of transferring jurisdiction of this segment to Alameda, similar to what was done for a section of Webster Street in 2004. While it would entail additional responsibilities for Alameda, this could provide greater flexibility to implement design changes that support our community's transportation and safety goals.

Thank you for your attention and for the chance to still improve this project.

Bike Walk Alameda Board

From:

Subject:

Date:

[EXTERNAL] Committing to a child & pedestrian safety on Otis Drive
Friday, May 23, 2025 8:08:42 AM

Dear Madams and Sirs:

My husband and I have been Alamedans for the past six years living first at 1165 Broadway and now at 2101 Shoreline Dr. We have been charmed by the City's commitment to a human-scale walkable streetscape that supports and cultivates community pillars like children walking to school, Halloween trick-or-treating or just getting to know your neighbors while biking or walking to the Ferry.

Over the course of these six years, we have frequently needed to cross or walk along Otis Drive on foot especially in the stretch between Park St. and the Bay Farm Bridge. Crossing Otis at High St. and walking along the pedestrian path to the bridge is part of my early morning commute (for much of the year in darkness or pre-dawn light).

As presently configured Otis Dr. is a physical and psychological barrier for pedestrians and cyclists and most notably for children at Otis Elementary who live along Shoreline. Traffic moves faster on Otis than the surrounding streets, and there are more lanes of this higher speed traffic to cross.

I urge Caltrans D4 and the City Council to commit to and expedite improvements to Otis Drive that protect children & pedestrian crossing and slow traffic. The current design prioritizes auto traffic over pedestrian safety in a completely residential and primarily single-family home neighborhood, endangering children going-to-and-from school and discouraging environmentally friendly commute options such as walking, cycling, and utilizing the ferries.

Do not delay. Do not let the perfect be the enemy of the good.

With hope for our Alameda home,
Buck Farmer-Gregory

From:

Subject:

Date:

[EXTERNAL] Dissatisfied with the Otis Drive Project

Friday, May 23, 2025 11:48:09 AM

I am writing to express my frustration and dissatisfaction with Cal Trans for the project they are proposing on Otis Dr in Alameda. I believe they are not following the guidance in *Caltrans Design Information Bulletin-94 Complete Streets: Contextual Design Guidance*. This project appears to be prioritizing the needs of motor vehicle users over those of other roadway users in an area adjacent to parks and schools in what is a residential corridor.

I would like to encourage the City of Alameda to take action to make this project safer. I am not sure what the correct course of action might be, a lawsuit against caltrans, but this project, as shown in the material for this meeting, should not be implemented as is.

Thanks,

From:



Subject:

[EXTERNAL] Otis Drive

Date:

Monday, May 26, 2025 4:21:25 PM

Hello,

I'm writing to express my disappointment in Caltrans doing very little to address the safety concerns the city has raised about Otis Drive and for failing to prioritize pedestrian and bicycle safety in their plans for Otis.

I would like to echo Bike East Bay's request that the proposed bike lanes meet Caltran's own standards, and I hope that Caltrans will reconsider adding refuge islands to make crossing Otis safer.

Thank you for your attention,

Jeremy Saum

From:

Subject:

[EXTERNAL] Public comment: 5/28/2025 City of Alameda Transportation Commission meeting

Date:

Friday, May 23, 2025 1:16:03 PM

Attachments:

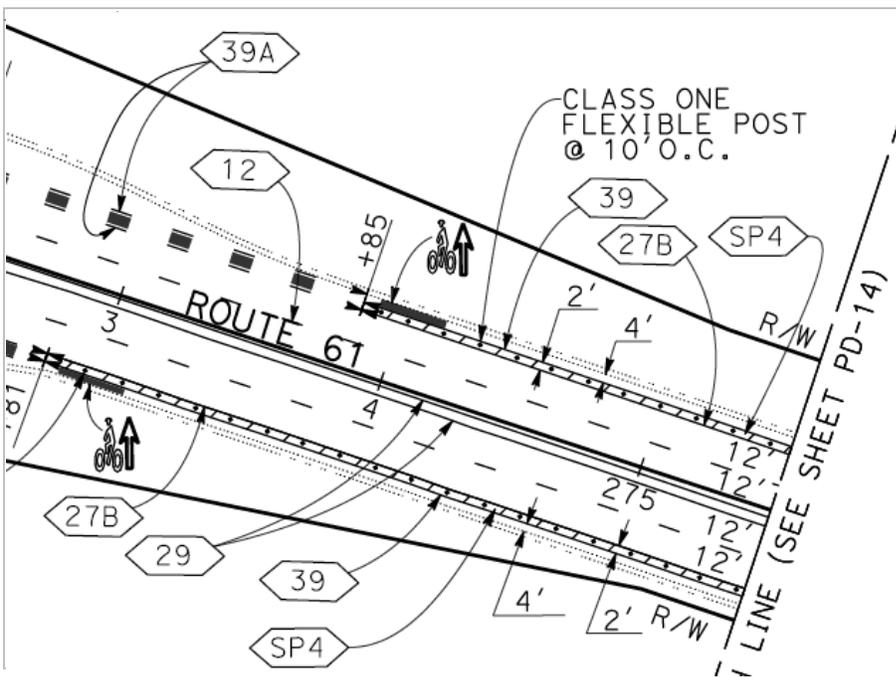
[unnamed.png](#)

Hello,

This is a public comment on behalf of Bike East Bay 5/28/2025 City of Alameda Transportation Commission meeting agenda item 6-A, the Caltrans' State Route 61 Otis Drive/Doolittle Drive/Broadway Preventative Maintenance Project.

1) The Caltrans staff presentation on pages 12 and 13 indicates an "Included Class IV Bike Lane Doolittle Dr". The diagram of the roadway shows travel lanes between 11 feet and 12 feet, but it does not indicate the bikeway width.

Please be aware that the current Caltrans design includes significant segments with only a substandard 4-foot bikeway width next to a 2-foot buffer space. A more detailed view of the current Caltrans project design is shown here:



Oakland DOT staff have already been in communication with Caltrans staff, compelling them to reduce the car travel lane widths along Doolittle and provide more clearance for the bikeway, and they have been reminding Caltrans that their standard per DIB 89 is a minimum 5 foot Class IV bikeway clearance not including the gutter pan.

So far we have not received confirmation from Caltrans staff that they intend to abide by their own design standards and widen the bikeway, so we would appreciate the City of Alameda Transportation Commission reiterating this need.

As much as we appreciate Caltrans committing to a Class IV bikeway on this segment, the design details still need to be appropriate.

2) Per Caltrans staff's stated concerns that pedestrian median islands on Otis at Mound St and Versailles Ave will not allow for 60' truck turn movements, we encourage a solution to simply ban large vehicle turns at these locations to allow for the island installations. Both Mound and Versailles are small, neighborhood streets with other options for the rare truck access instances. It is very obvious that pedestrian safety design needs should be prioritized above large vehicle turn movements at these locations.

Thank you,



Robert Prinz | Advocacy Director

Pronouns: he/him

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