

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Otis Drive repaving
Date: Monday, August 26, 2024 10:43:42 AM

6-C public comment

From: Catherine Egelhoff
Sent: Monday, August 26, 2024 5:52 AM
To: Transportation Commission <tc@alamedaca.gov>
Subject: [EXTERNAL] Otis Drive repaving

Dear Transportation Committee,

The upcoming plan to repave Otis Drive appears to lack important safety improvements.

Otis Drive has been a site of many unnecessary traffic accidents. Please try to improve the safety of the road.

As a point of reference, Caltrans recently implemented a "road diet" on Encinal Avenue, reducing it from four lanes to two, with a center turn lane. This redesign has resulted in slower but steadier traffic, room for bike lanes, and better visibility for drivers to see pedestrians entering crosswalks.

I believe a similar approach for Otis Drive, particularly between High Street and Broadway, would significantly improve safety for everyone.

Sincerely,
Catherine Egelhoff

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Otis Drive - State Route 61 in Alameda
Date: Monday, August 26, 2024 10:44:01 AM

6-C public comment

From: Roberta Robertson
Sent: Sunday, August 25, 2024 9:59 PM
To: Transportation Commission
Subject: [EXTERNAL] Otis Drive - State Route 61 in Alameda

Hello,

I understand the repaving of Otis Drive, State Route 61, is coming up for repaving. I urge you to please give this street the "Complete Streets" treatment as part of this project. There is an elementary school bordering this street, and it's current configuration makes it very dangerous for anyone that is outside of a car. Streets should be for everyone, and people should be able to get to their destination as safely as possible.

As Otis is currently configured, it encourages drivers to speed. Please consider a road diet and upgraded pedestrian crossings. The layout of our streets is the first step in encouraging safer driving, so everyone who travels outside of a car (30% of Americans don't drive) can safely make it to their destination, including the children trying to make it to school.

Thank you for your time,
Roberta Robertson

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Written comment about traffic on Otis Drive
Date: Monday, August 26, 2024 10:44:14 AM

6-C public comment

From: Vance Fong
Sent: Sunday, August 25, 2024 2:54 PM
To: Transportation Commission
Subject: [EXTERNAL] Written comment about traffic on Otis Drive

Cars and trucks speed up on Otis Drive and make it dangerous walking on the sidewalk. Otis Drive bents at Versailles, drivers under the influence doesn't detect the bent hence go straight to hit parked cars and hit people and kids walking on the sidewalk while on high speed.

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: Otis Drive/Bayview Dr.
Date: Monday, August 26, 2024 10:44:27 AM

6-C public comment

From: debra palmer
Sent: Sunday, August 25, 2024 9:16 AM
To: Transportation Commission
Subject: [EXTERNAL] Otis Drive/Bayview Dr.

As a homeowner on Bayview Dr., I am VERY concerned about the traffic on Bayview Dr. that comes from Otis Dr. to circumvent the back up on Otis.

It has become quite unsafe for bike riders and homeowners alike to use Bayview - the speed limit is frequently dis-obeyed despite the speed bumps, difficult to back out of our garages due to traffic, etc.

I for one would like to see more done on Otis and Bayview to make both safer for pedestrians, cyclists, and drivers.

Thank you,

Debra Palmer (73 and a retired teacher)

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Otis Elementary traffic safety request
Date: Monday, August 26, 2024 10:44:49 AM

6-C public comment

From: William and Selena Wood
Sent: Saturday, August 24, 2024 4:15 PM
To: Transportation Commission
Cc: Lisa Foster
Subject: [EXTERNAL] Otis Elementary traffic safety request

Greetings,

This is a request to Caltrans to improve traffic safety -- to reduce the width that young pedestrians have to walk in front of cars, to reduce the speeds of cars and trucks, and to make the street safer for everyone around Otis Elementary and Krusi Park in Alameda. Also, please consider installing a flashing yellow light pedestrian crosswalk across High street at Fillmore and also at Calhoun streets.

Thank you,

-Selena Wood

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Otis Drive Caltran Update
Date: Monday, August 26, 2024 11:25:14 AM

For item 6C

From: Ramzy Bejjani
Sent: Monday, August 26, 2024 10:58 AM
To: Transportation Commission
Subject: [EXTERNAL] Otis Drive Caltran Update

Dear Caltrans and City of Alameda Transportation Team,

During the upcoming phase of updates to Otis Drive, please include updates to the streetscape to make it safer and more walkable. The street connects Alamedans to schools and parks, calmer traffic and highly visible/protected intersections would go a long way towards a more comfortable and secure walking experience.

Thank you for your work,

Ramzy Bejjani
Alameda Resident

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Public comment on Caltrans Otis Dr
Date: Monday, August 26, 2024 12:06:59 PM

6C

From: Michelle Carney
Sent: Monday, August 26, 2024 12:04 PM
To: Transportation Commission
Cc: Matt Thachet
Subject: [EXTERNAL] Public comment on Caltrans Otis Dr

Hi Caltrans and Alameda transportation Commission,

I am a homeowner on Roosevelt Dr, a mother of a 1 year old baby, and an avid walker and bike commuter -- and I have to use Otis multiple times every day for commuting to work via bike (to Broadway), to chochenyo and Krusi parks, and to the businesses in downtown Alameda on Park St. I look forward to the day when we can walk and bike with my little kid to TK and elementary school at Otis, which feels right around the corner.

I was excited to hear a few months ago there was going to be a revisit into Otis Dr safety, and needless to say, I am extremely disappointed that this is not prioritized in the near future (<https://www.themorningbun.com/its-time-for-caltrans-to-perform-a-road-diet-on-state-route-61-next-to-krusi-park/>)

I cannot even begin to tell you how dangerous Otis is. Even when I am out with a stroller trying to cross at Park Ave, Regent, or Mound, cars DO NOT STOP. I try my hardest to only use high st or Broadway where there's a signal and not just a crosswalk and still folks will run red lights to get over the bridge, right on red without looking for peds, and it is TERRIFYING to bike on otis (I bike for 2 blocks on the sidewalk from regent to Broadway, then up Broadway to Bayview and use the bike trail to get to Harboe Bay ferry).

We have even seen APD officers making the illegal right on red from park (coming from shoreline towards downtown) onto Otis without even stopping at red. My family has a running "joke" this is the most lawless stretch of Alameda because it is so unsafe - for pedestrians, for bikers, but also for cars and drivers and buses as well!

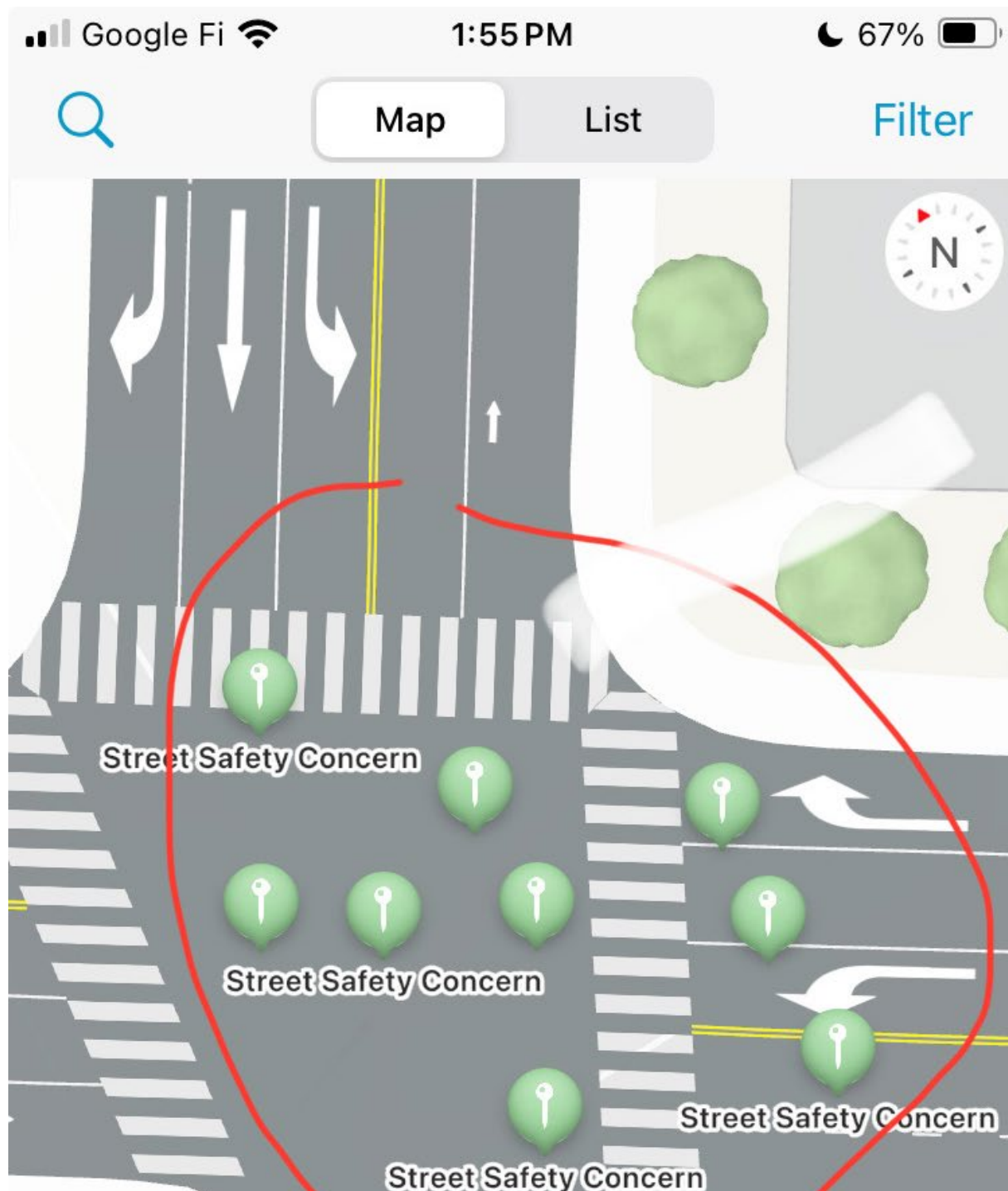
Please reconsider prioritizing this Otis safety project - I understand it's a "highway 61" but it is no different than Lincoln or Clement - people live off of Otis and use it daily with their infants. I have to cross Otis to get to any park or playground and I am fearful for the day when someone isn't paying attention and goes through the crosswalk at this dangerous speed. It is

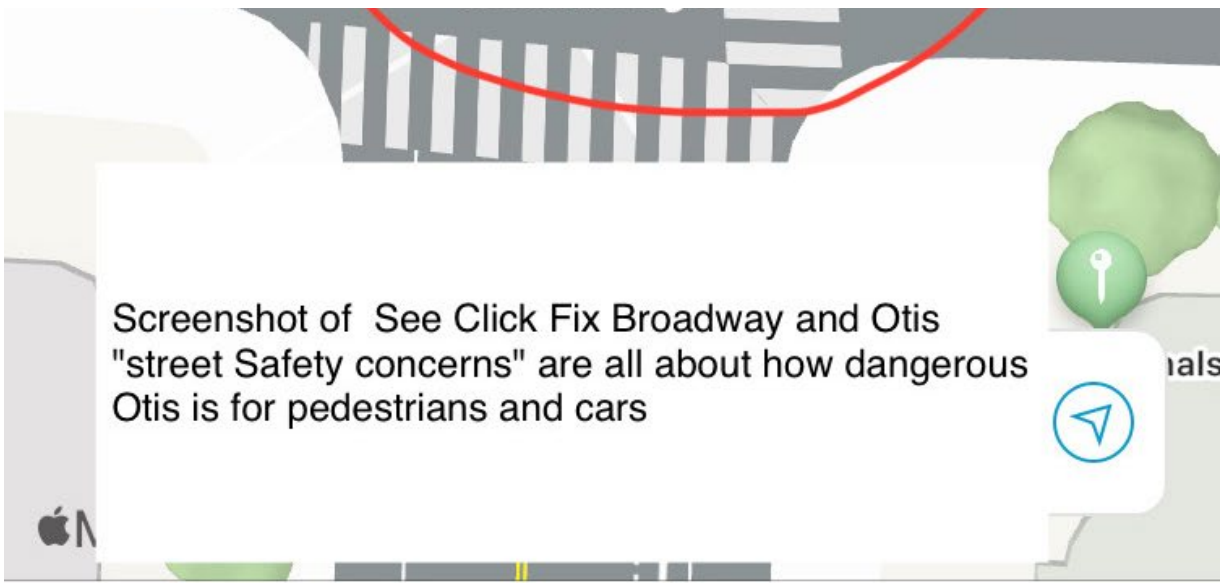
happening daily - and it's just a matter of time before more people are hurt.

Thank you for your consideration,
Michelle Carney

PS please check out see click fix comments for the last 5+ years: they're all about people almost getting hit bc Otis is so dangerous

<https://seeclickfix.com/issues/16693107>





Home Notices New Request Requests Profile

Google Fi 1:49 PM 69% seeclickfix.com

< Alameda, CA

Otis Dr & Park Ave Alameda, CA, 94501, USA

4 2



An anonymous SeeClickFix user
Reported On 05/24/2024

Submitted To: City of Alameda
Category: Street Safety Concern

Category: Street Safety Concern





Details

This crosswalk is insane. People are gunning to beat the next car at the merge and do NOT stop for people even in the middle of the crosswalk.

also asked...

Q. Please select the category that best describes your concern.

A. Unsafe crossing

 Comment	 Follow	 Share	 Flag
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Google Fi 1:50 PM 68% seeclickfix.com

< Alameda, CA



An anonymous SeeClickFix user
Reported On 01/17/2023

Submitted To: City of Alameda
Category: Street Safety Concern





Category: Street Safety Concern

Details

I just saw my neighbor trying to cross Otis with their dog almost get hit by a speeding vehicle coming from the Otis and Park St traffic light. He was already in the middle of the crosswalk. Both pedestrian crossings-Regent/Otis and Park Ave/Otis are incredibly dangerous. We need lit crossings or speedbumps between Park and Broadway, this stretch of road is ridiculous. Adding to the danger of the Park Ave crossing is people speeding to merge from the 2 lanes to 1 at the intersection

also asked...

Q. Please select the category that best

 Comment	 Follow	 Share	 Flag
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Google Fi

1:52 PM

68%

seeclickfix.com

< Alameda, CA



Alameda, CA Neighbor

Reported On 01/03/2024

Submitted To: City of Alameda

Category: Street Safety Concern

Details

Witnessed a woman nearly get hit here attempting to cross in the evening. Cars are going well over the speed limit. These crossings need lights like Broadway crossings as it's just as busy of a street if not more





also asked...

Q. Please select the category that best describes your concern.

A. Unsafe crossing



Alameda, CA Verified Official

 Comment	 Follow	 Share	 Flag
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< Alameda, CA



Alameda, CA Neighbor

Reported On 12/11/2023

Submitted To: City of Alameda

Category: Street Safety Concern

Details

Had a near miss as a pedestrian crossing this street Cars often do not stop for pedestrians at this intersection Strongly recommend a flashing pedestrian beacon at this intersection

also asked...

Q. Please select the category that best describes your concern.

A. Near-miss – I was walking

Alameda, CA (verified official)

Comment Follow Share Flag

Google Fi 1:55 PM 68% seeclickfix.com

< Alameda, CA



Alameda, CA Neighbor
Reported On 07/17/2021

Submitted To: City of Alameda
Category: Street Safety Concern

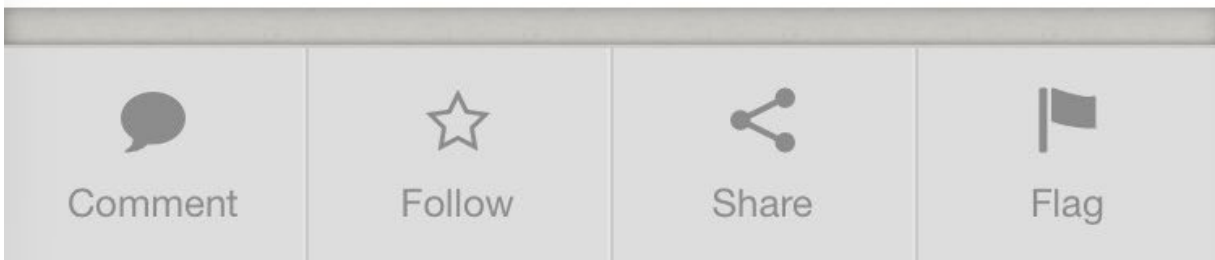
Details

Crossing in the walkway at Broadway & Otis is unsafe in the morning due to sun in drivers eyes making it difficult to see pedestrians as well as the danger of cars turning left from Broadway onto Otis while pedestrians are in the crosswalk.

also asked...

Q. Please select the category that best describes your concern.

A. Unsafe crossing



Google Fi

1:50 PM

68%

seeclickfix.com

< Alameda, CA



An anonymous SeeClickFix user

Reported On 09/19/2022

Submitted To: City of Alameda

Category: Street Safety Concern

Details

I recently moved to Roosevelt Drive and frequently walk my dog to the park on Park Ave

frequently walk my dog to the park on Park Ave, and have to cross Otis. The number of times I've almost been hit outweighs the number I haven't. We need a lit crosswalk here and at the Regent crosswalk-the traffic is always going at least 40MPH towards South Shore Center and it feels dangerous to even leave our little neighborhood on foot.

also asked...

Q. Please select the category that best



Comment



Follow



Share



Flag

Michelle R Carney *[she/her]*

[@michelleRcarney](#)

[linkedin.com/in/mrcarney](https://www.linkedin.com/in/mrcarney)

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Agenda Item 6-C: Concerns Regarding Timing and Cost of Proposed Changes at Otis & Mound Intersection
Date: Monday, August 26, 2024 2:35:03 PM

6C comment

From: Joseph Cutrona
Sent: Monday, August 26, 2024 1:49 PM
To: Transportation Commission
Subject: [EXTERNAL] Agenda Item 6-C: Concerns Regarding Timing and Cost of Proposed Changes at Otis & Mound Intersection

Dear Alameda Transportation Commission:

I hope this message finds you well. My name is Joseph Cutrona, and I'm a resident living a few blocks away from the intersection of Otis Drive and Mound Street, on Calhoun Street.

I am writing to express my concerns regarding the proposed changes at this intersection as outlined in the recent document:

<https://alameda.legistar.com/View.ashx?M=F&ID=13249340&GUID=1ED7BF63-6AF7-4060-A86D-A2AD46DB7B14>

My primary concern revolves around the timing and cost of the proposed changes at Otis & Mound. The corners at this intersection are currently being replaced as I write this with what appears to be the standard design. Given this ongoing work, proceeding with additional changes seems premature and could result in a significant misuse of resources. Moreover, flashing pedestrian lights were recently installed at this intersection. It would be prudent to allow time to assess the effectiveness of these recent installations before committing to further modifications and unnecessarily expending resources.

I suggest that we consider alternative measures to improve pedestrian safety and traffic flow, such as installing signage to redirect pedestrians to cross at the intersection of High Street and Otis Drive. This could be a more efficient and cost-effective solution. Any changes to the intersection could be revisited once substantially through the useful life of the newly installed corners or a change in issue.

Thank you for your attention to this matter. I look forward to hearing your thoughts on the matter and hope we can move forward with less wasteful solutions.

Respectfully,

Joseph Cutrona



Frank Otis Elementary School

3010 FILLMORE STREET, ALAMEDA, CA 94501 • PHONE (510)748-4013 • FAX (510)523-6880

Brian Dodson, Principal
Otis Elementary School
3010 Fillmore St.
Alameda, CA 94501

August 23, 2024

Dear Caltrans staff and members of the Alameda Transportation Commission,

I hope this letter finds you well. As the principal of Otis Elementary School, I am writing to express my concerns about the current traffic conditions on Otis Drive. Many of our students and their families rely on this thoroughfare to travel to and from school each day, and we have observed several safety issues that need urgent attention to ensure the well-being of our community.

We have received feedback from concerned parents, who have highlighted specific areas along Otis Drive that require improvements:

1. Mound Street Crosswalk (at the corner of Krusi Park): While this crosswalk is equipped with flashing lights, there have been multiple crashes and near-miss incidents reported. The addition of a protected pedestrian island in the middle of the crosswalk and a reduction in the speed of oncoming vehicles would greatly enhance safety. Currently, many families are hesitant to use this crosswalk due to safety concerns.
2. High Street/Otis Drive Intersection: The sidewalks at this intersection are narrow, and vehicles often travel at high speeds. This intersection is frequently used by students biking to and from Lincoln Middle School, as well as by groups from Otis Elementary on walking field trips to the beach. Expanding the safe areas for pedestrians and cyclists here would be a significant improvement for all users.
3. Broadway and Otis Drive: While this location might be beyond the immediate scope of this project, increasing space for pedestrians and cyclists would benefit Otis families walking from nearby homes and apartments. Safe passage at this intersection is crucial for those on foot or bike.

As a point of reference, Caltrans recently implemented a "road diet" on Encinal Avenue, reducing it from four lanes to two, with a center turn lane. This redesign has resulted in slower but steadier traffic, room for bike lanes, and better visibility for drivers to see pedestrians entering crosswalks.



Frank Otis Elementary School

3010 FILLMORE STREET, ALAMEDA, CA 94501 • PHONE (510)748-4013 • FAX (510)523-6880

We believe a similar approach for Otis Drive, particularly between High Street and Broadway, would significantly improve safety for everyone.

We respectfully urge Caltrans to consider these suggestions and take prompt action to address the dangerous traffic conditions on Otis Drive. The safety of our students, their families, and the broader community is of utmost importance, and we believe these improvements would make a meaningful difference.

Thank you for your attention to this matter. I look forward to your response and am happy to provide any additional information or support needed.

Sincerely,

Brian Dodson
Principal
Otis Elementary School

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: FW: [EXTERNAL] Otis Drive
Date: Monday, August 26, 2024 6:05:21 PM

6C

From: anitarees99@gmail.com
Sent: Monday, August 26, 2024 5:14 PM
To: Transportation Commission <tc@alamedaca.gov>
Cc: [REDACTED]
Subject: [EXTERNAL] Otis Drive

August 26, 2024

To: Cal Trans and the members of the Alameda Transportation Commission
Re: Public Comment on Changes to Otis Drive

We are 40 year residents of Fountain Street, which intersects Otis Drive across from the Krusi Park tennis courts, writing to urge you to put pedestrian safety first as you redesign the roadway and traffic flow on this section of CA 61. We raised two sons here and have seen the speed and frequency of the traffic on Otis skyrocket during these past years. We have personally been involved in several near misses over the years when crossing Otis at Mound and most often at High Street. The sidewalks are narrow and offer little pedestrian protection from the speeding traffic coming off the Bay Farm Bridge and from the traffic light at Broadway. Drivers turning right off High Street have been a particular danger we have experienced repeatedly. We need to slow down the traffic on this part of Otis, just as on the west end and provide protected pedestrian and bike crossing opportunities for everyone, but especially the school students and older people in this neighborhood. People are vulnerable to cars and we need protections and protection from them before more people are hurt or killed here. We request Otis be modified to become a "Complete Street" and traffic flow changed to provide 1 through lane with turn lanes at the intersections, as many streets in Alameda already are designed. This will protect lives.

We strongly support Brian Dodson, the principal of Otis Elementary School, who described particular issues involving the school children and their families.

Thank you for the opportunity for input.

Sincerely,

David and Anita Rees



From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: FW: [EXTERNAL] Otis Drive
Date: Tuesday, August 27, 2024 1:59:56 PM

6-C

From: Gary Tillman [REDACTED]
Sent: Tuesday, August 27, 2024 10:13 AM
To: Transportation Commission <tc@alamedaca.gov>
Subject: [EXTERNAL] Otis Drive

My wife and I live at 2807 Otis Dr, Alameda, CA 94501, between Mound and Versailles.

First thank you for the yellow light walk facilities on Mound and Versailles, we use them all of the time.

Secondly, I am a realist and understand there's few if any alternatives to diverting the traffic, other than enforcing the speed limit and slowing everybody down.

Sometimes it's astonishing how fast people drive on Otis. Get the police out there handing out more traffic tickets, and make it public that you're cracking down on speeding and reckless driving on Otis.

The other mechanism to consider would be more stop signs to slow people down.

When we're trying to have conversations outside in our front yard, you literally have to yell to be heard.

Of course, I only rent. I'd never buy on this street!

Thank you.

Gary Tillman

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: FW: [EXTERNAL] Item 6-C Otis/Dolittle Drive Project
Date: Tuesday, August 27, 2024 2:01:21 PM

6C

From: Maria Piper [REDACTED]
Sent: Tuesday, August 27, 2024 9:43 AM
To: Transportation Commission <tc@alamedaca.gov>
Subject: [EXTERNAL] Item 6-C Otis/Dolittle Drive Project

Hello Transportation Commission,

I'm emailing in response to Agenda item 6-C on Wednesday's agenda.

If the goal of the Caltrans project is to enhance traffic safety, there needs to be significant traffic calming and crosswalk improvements throughout the corridor. Cars/drivers are not the only traffic type needing consideration. This entire corridor feels dangerous for all traffic types, especially cyclists and pedestrians.

One example is the intersection of Dolittle and Harbor Bay Parkway where I've almost been hit while crossing by cars on a walk signal. The experience at this particular intersection is highly problematic as the walk signal and the green light for folks turning left on Dolittle activate simultaneously. This intersection is so wide that it would be impossible to have enough time to cross. This section is especially dangerous because cars are going at high speeds (regularly between 35-50 MPH) so they speed up to turn left without looking.

It would be ideal to have pedestrians have dedicated time to cross when they press the beg button and not have a green light for cars simultaneously. It would also be ideal to have a "no right on red" when the pedestrian signal is activated for those who are turning right from Dolittle onto Harbor Bay Parkway. In addition, I would like to see the crosswalk get upgraded to a high visibility crosswalk with green paint indicating the bicycles cross there.

I took a video that illustrates the experience of crossing on Sunday, Aug 25 at 10:20 in the morning to show the experience.

<https://youtube.com/shorts/8jgKZMTNDVA?feature=share>

I also support a road diet from Fernside Blvd to Broadway that reduces the four lane road to two. It does not need to have a bike lane as part of the diet. Otis drive is a neighborhood here, so it needs to be able to safely accommodate neighborhood activities such as crossing the street to go to the park or school. As it is, people have been hit in the crosswalks, and the fact that there are two lanes of traffic + parking makes it difficult to see pedestrians when driving. Shortening the length a pedestrian needs to travel to cross the street and adding daylighting (via red curbs) at these

intersections would be a helpful improvement. In addition, reducing the number of lanes would reduce the amount of excessive speeding and aggressive passing which is common. Though this may cause increased congestion as noted in the report, it may have the intended effect of inducing demand for other forms of transportation (such as walking/biking/busing). I am one such person who began cycling to South Shore from Bay Farm instead of driving each day. The traffic was already so slow that it takes almost the exact same amount of time to bike as it does to drive.

Finally, for the section on Broadway from Otis to Encinal, I would prefer to see the removal of the center lane and a buffered bike lane at minimum. That bike lane is so narrow it is a challenge to use. Large cars regularly block the lane when parking which forces cyclists into traffic which is often speeding.

Thank you for your consideration.

Sincerely,
Maria Piper

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Public Comment on road work at Otis & Bayview
Date: Wednesday, August 28, 2024 1:23:30 PM

6C

From: Alice Sunshine [REDACTED]
Sent: Wednesday, August 28, 2024 1:22 PM
To: Transportation Commission
Subject: [EXTERNAL] Public Comment on road work at Otis & Bayview

Dear City of Alameda Transportation Dept.

Regarding the coming work on Otis Dr. and on Bayview Dr., which is to become a Neighborhood Greenway, we need CalTrans and the City to coordinate the changes, especially at the corner of Bayview and Otis closest to the bridge.

At that corner, the bike lane going to and coming off the Bay Farm Bridge converges with the pedestrian space for crossing Otis.

The current space at that corner is much too small for bikes and pedestrians to pass one another safely, which is made worse since cars whip past literally two or three feet away because there is no shoulder on the street.

Plus, since CalTrans has squeezed a bunch of signal control boxes onto that corner, there is even less space than on a normal corner where pedestrians wait. The signal boxes and poles create awkward obstacles for the cyclists and actually direct them right into where pedestrians stand waiting to cross.

While waiting to cross that corner, I personally have been hit in the back by a cyclist trying to navigate past a control box just as a car was passing. Fortunately, I grabbed onto a pole so that I was not pushed into the street in front of the car.

Most of the residents of our 65-home community have reason at times to cross Otis at that corner. Many of our kids attend the nearby schools that are across the street from us, so all the more need for safer crossing.

It's great that the City and CalTrans are working to improve this situation and I'm sure there are good remedies we can support.

Thanks.

Alice Sunshine
President, Raven's Cove HOA
[REDACTED]

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Changes Needed to Otis Drive
Date: Wednesday, August 28, 2024 12:49:38 PM

Next batch 6-C

From: Craigslist [REDACTED]
Sent: Wednesday, August 28, 2024 11:52 AM
To: Transportation Commission
Subject: [EXTERNAL] Changes Needed to Otis Drive

I am writing to you as a concerned resident, cyclist, and parent regarding the urgent safety issues on Otis Drive, which has been identified as a high-injury corridor.

1. As an active cyclist who frequently uses Otis Drive to get to the West End, I am very concerned about the absence of a dedicated bike lane. To significantly improve safety and reduce conflicts between cyclists and vehicles, I strongly advocate for the installation of a protected bike lane along Otis Drive. A protected bike lane, separated from the roadway by physical barriers such as curbs, bollards, or planters, would provide a safer and more secure space for cyclists, mitigating the risk of accidents and enhancing overall safety for all road users.

2. Despite the city's posted speed limit of 25 mph, it is frequently observed that drivers on Otis Drive exceed this limit, creating an extremely hazardous environment. Speed reduction measures are urgently needed to address this issue. I recommend:

- Increased Speed Enforcement: Implement enhanced speed enforcement strategies to ensure compliance with the posted speed limit.
- Speed Calming Infrastructure: Introduce traffic-calming measures such as speed bumps or rumble strips to physically reduce vehicle speeds.

2. The intersection of Mound and Otis is particularly hazardous due to high vehicle speeds and pedestrian traffic, especially from students and residents. Immediate actions are needed to enhance safety:

- Speed Reduction: Introduce lower speed limits approaching the intersection to increase driver awareness and improve pedestrian safety.
- Enhanced Crosswalks: Install high-visibility crosswalks with pedestrian-activated signals to protect individuals crossing the street.
- Additional Pedestrian Safety Features: Consider adding a pedestrian refuge island in the middle of the crosswalk and enhancing lighting to improve visibility during low-light conditions.

- Traffic Signal: Addition of a traffic signal to reduce/stop vehicles from speeding through this intersection

3. The sidewalks at Otis and High are currently too narrow to accommodate the high volume of foot traffic, including students and field trips. To address this issue, I recommend:

- Sidewalk Expansion: Widen the sidewalks to provide ample space for pedestrians and cyclists to ensure safer passage.
- Traffic Calming Measures: Implement speed bumps or raised crosswalks to slow down vehicles approaching from the bridge, thereby enhancing safety for both pedestrians and cyclists.

4. The intersection of Broadway and Otis lacks adequate space for cyclists and vehicles. To improve safety, I suggest:

- Improved Bike Lanes: Develop a wider, protected bike lane to allow safe coexistence between cyclists and vehicles.
- Pedestrian and Cyclist Safety Improvements: Ensure safe, designated crossing points and adequate signage to alert drivers to the presence of both cyclists and pedestrians.

Given the distant timeline for the Bayview Drive Neighborhood Greenway project (2030), addressing these safety concerns on Otis Drive now is essential. The current conditions pose significant risks, particularly for children and other vulnerable road users. Immediate action will make our streets safer and more accommodating for everyone.

Thank you for considering these urgent suggestions. I look forward to your response and hope to see prompt action to improve the safety of Otis Drive.

Allan



August 27, 2024

[RE: Item 6-C: Review and Discuss Caltrans' State Route 61](#)

Dear Commissioners, City Staff, and representatives of Caltrans,

We're excited about this opportunity to enhance SR-61. Otis is a dangerous street that runs through a neighborhood surrounded by parks and schools, and has long needed safety improvements. Doolittle is a gateway to Oakland and MLK Jr. Regional Shoreline, but in its current state, it's more of a barrier for anyone not driving. Any and all upgrades will be most welcome.

Comments and questions regarding the Otis section:

- Given the residential context and the history of tragic collisions here, restriping the existing configuration as is would be unfortunate. It was disappointing to learn that the road diet recommendation, which would dramatically improve safety and access here, has been denied. Hopefully, this decision can be revisited.
- We support the City of Alameda's proposals to improve Neighborhood Greenway intersections further, and to provide connectivity for people biking between Bayview Drive and the trail to the bridge. This would close a short gap in the network between the Shoreline and Fernside cycle tracks.

Comments and questions regarding the Doolittle section:

- Please incorporate a bike crossing at Island Drive so that bicyclists coming south from the bridge trail can access the eastbound bike lane on Doolittle.
- Please consider enhancements to the Harbor Bay Parkway intersection to minimize conflicts between motorists and Bay Trail users crossing here. Would it be possible to add a bike signal and get a dedicated signal phase here? Please add a "no right on red" prohibition for eastbound motorists turning right onto Harbor Bay Parkway.
- The City of Alameda's [Active Transportation Plan](#) and [Oakland's 2019 Bike Plan](#) both call for separated bike lanes along this project area. Please consider collaborating with Oakland's BPAC or the infrastructure committee of the BPAC to investigate design opportunities that could fulfill these goals via the project at hand.

Thank you for your consideration,

Bike Walk Alameda Board
Robert Prinz, Advocacy Director, Bike East Bay

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] comment on Otis Drive
Date: Wednesday, August 28, 2024 12:50:18 PM

6C

From: brent hall [REDACTED]
Sent: Wednesday, August 28, 2024 11:30 AM
To: Transportation Commission
Subject: [EXTERNAL] comment on Otis Drive

Hi,

As a dog owning resident of the East End on Bayview Drive, which is one block parallel to Otis Drive, and with a 5 year old kindergartener who attends Otis Elementary, my family supports any efforts to slow down and reduce traffic on Otis Drive. During rush hours (morning and after work), it is nearly impossible for us to cross easily. We use the crosswalk at Mound Street with the signal we can trigger, but this is unpredictable as to whether cars will notice and stop. Many times cars continue past the flashing lights. We also encounter many cars who speed down this street going faster than 40mph. Cars are in a big hurry to continue onto the Bay Farm bridge to get to the freeway/airport/work or to get to the South Shore Center to do their shopping. The stoplight at High Street is fine, but also during rush hours the wait for pedestrians is very long. We also get many speeding cars coming down High Street as well. But the commonality is that we, as a family, always feel the need to be overly cautious crossing Otis, no matter where, as traffic and drivers prove to be quite unpredictable. There is a lot of traffic, much in a hurry, and some with disregard for pedestrians, speed limits, or safety.

Anything that can be done to slow down the street, improve safety for our families in our neighborhood, would be appreciated and improve lives.

We'd also love an exploration of how to slow down traffic on Bayview Drive, including potentially becoming a slow street. This has become a "shortcut" for many drivers going to South Shore Center or to the Bay Farm bridge, and yet we have a ton of families who live on this street. Pulling out of the driveways can be an adventure, and it definitely is much safer to ride bikes on the sidewalks, which then make it more dangerous for pedestrians.

Thank you, we'd be happy to discuss at any time.

::brent hall

[REDACTED]
Alameda, CA 94501



1017 L Street, #288
Sacramento, CA 95814
www.calbike.org

August 28, 2024

City of Alameda Transportation Commission
City Hall, 2263 Santa Clara Avenue
Council Chambers, 3rd Floor, Alameda, CA 94501

Re: Agenda Item 6-C: Caltrans' State Route 61 Otis Drive/Doolittle Drive/Broadway Preventative Maintenance Project

Dear City of Alameda Transportation Commission:

California Bicycle Coalition (CalBike) is a statewide policy advocacy organization that works towards equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives. We are California's statewide bicycle advocacy coalition, uniting local, statewide, and national partners to work for better biking across the state.

A critical aspect of our policy work focuses on Caltrans-controlled state routes that serve as local streets as they pass through towns and cities. These roads pass by schools, hospitals, senior centers, shops, and homes. They are often the most direct route across a neighborhood or a region that should act as Complete Streets. People walk, bike, and take public transit to destinations on these Caltrans corridors, yet we often see their important safety needs being disregarded or dismissed. Part of this work is tracking the development and implementation of the State Highway Operation and Protection Program (SHOPP), which is the State of California's primary program that funds the repair, preservation, and safety improvements on the State Highway System (SHS).

We share our concerns on SHOPP project 20328, State Route 61 Otis Drive/Doolittle Drive/Broadway Preventative Maintenance Project, located in the cities of Alameda and Oakland. The northernmost leg of this project in the City of Alameda is a mixed-use zone with residential, a city park, and an elementary school. There are minimal setbacks on private property from the roadway. This portion of the project should be treated as a small suburban arterial, not as a state highway. It is clear that the elementary school, city park, and residents directly along SR-61 need safety improvements for kids walking to school, kids biking to school, and everyone else on foot.

Primary to these safety improvements includes the consideration of a 'road diet' on Otis Drive between Fernside Drive and Broadway. We understand that Caltrans has rejected this safety improvement for a number of reasons. We request further information from the traffic operations analysis report (TOAR). Caltrans has already performed road diets on much of SR-61 in

Alameda. Residents and businesses are now familiar with the benefits of 1 thru auto lane in each direction plus a center turn lane. The portion of SR-61 between High Street and Broadway should meet the same criteria.

While the overall project extent may look safer than statewide averages, the blocks between High Street and Broadway have been flagged by the Caltrans Transportation Equity Index (EQI) as being a priority based on both having > 90% percentile crash exposure and being a demographically weighted Transportation-Based Priority Population.

Caltrans should collaboratively work together with the City of Alameda, and other stakeholders, to plan how pedestrians and people on bikes could safely navigate this portion of Otis Drive. Caltrans should demonstrate their commitment to Complete Streets by creatively adding as many safety features as possible.

We look forward to engaging with the City of Alameda and Caltrans on this important SHOPP project. If you would like to talk more about your request and concerns please feel free to contact me at jared@calbike.org or (714) 262-0921. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jared Sanchez". The signature is fluid and cursive, with the first name "Jared" being more prominent than the last name "Sanchez".

Jared Sanchez, Policy Director
California Bicycle Coalition

Cc:

Sergio Ruiz, Office Chief and Complete Streets Coordinator, Caltrans

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Otis Drive
Date: Wednesday, August 28, 2024 12:54:37 PM

6C

From: Matt Thachet [REDACTED]
Sent: Wednesday, August 28, 2024 9:44 AM
To: Transportation Commission
Subject: [EXTERNAL] Otis Drive

Hello Caltrans staff,

I am writing to ask for safety improvements to Otis Drive.

My family lives one street off of it, so we find ourselves walking down it quite frequently. Cars go very fast and are not mindful of pedestrians, even at intersections where they are supposed to allow them to cross.

I read that with the complete streets schedule as it's currently set, improvements will not be made until 2037 at the earliest. Please consider moving that up a lot. The street is too dangerous to wait that long.

Thank you,

Matt Thachet

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Public comment
Date: Wednesday, August 28, 2024 1:02:41 PM

6C.

From: Rebecca Rosales [REDACTED]
Sent: Tuesday, August 27, 2024 2:22 PM
To: Transportation Commission
Subject: [EXTERNAL] Public comment

Hello,

I am a resident and home owner at 2628 Otis Dr in Alameda.

In advance of [Alameda City Transportation Commission meeting on 8/28](#) I would like to note the heavy traffic on Otis specific to the area between Broadway and High St. I would like to see Keep Clear painted on the corners of Otis/Pearl, Otis/Versailles, etc. To facilitate safe cross traffic. When cars block these streets it creates increased traffic as cars have to wait.

Thank you in advance for your consideration.

Best,
Rebecca Rosales
[REDACTED]

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: August 28, 2024 meeting about Otis Dr.
Date: Wednesday, August 28, 2024 1:01:42 PM
Importance: High

6C.

From: Sterios, Susan [REDACTED]
Sent: Tuesday, August 27, 2024 4:46 PM
To: Transportation Commission
Subject: [EXTERNAL] August 28, 2024 meeting about Otis Dr.

I have lived on Waterton St in Alameda for over 25 years and this street has always been a "danger waiting to happen" I live between Mound and Court and continually get nearly hit by cars because their drivers do not pay attention to the blinking lights. Some even accelerate when they see the lights start blinking. Sometimes drivers in one lane don't notice someone is crossing when they are in the other lane and we are walking our dogs. It took several years to get the blinking walkway and the traffic is more dangerous than ever. Right now we have workers in our area to put the cables underground and I have spoken with them about this to warn them people don't slow down. They noticed this too. When a car comes from either Broadway or Bayfarm or Dolittle they speed down Otis as though it is a race way. It is time to put up arterial STOP signs or a STOP light. The police seldom watch the block since they are under staffed and so no one gets ticketed. I have observed cars speeding up to 60 MPH on Otis a few times. We are near a park for children and softball games which is another good reason to get some better stop signs in place. I don't want to see a dead child, animal or adult laying on the street. This area has had numerous requests for help, but all we got was a push-botton blinking light. This is not very helpful. Please spend a few hours especially on weekends in our neighborhood and you will see what I mean. Ask anyone who lives in the area and they will tell you how dangerous it is.. It's time to do something about this area as more and more children move into the neighborhood.

Thank you
Susan Sterios
[REDACTED]

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: Fw: [EXTERNAL] Alameda City Transportation Commission meeting
Date: Wednesday, August 28, 2024 2:29:28 PM

6C

From: flyboymrw [REDACTED]
Sent: Wednesday, August 28, 2024 2:12 PM
To: Transportation Commission
Cc: flyboymrw
Subject: [EXTERNAL] Alameda City Transportation Commission meeting

As a long time resident of Otis Drive, I'd like to make a few comments regarding agenda item 6-C.

The intersection of Otis and Mound is extremely dangerous. Not only for children going to Otis School but everyone headed to the park for ball games, tennis or outdoor playground activities.

Crossing guards are posted on Island Drive for students headed to Earhart School, but no crossing guards on Otis Drive. Four way stop signs are installed at the intersections of Calhoun and Mound and Court and Fillmore--both of these intersections are quiet, yet no stop sign at the intersection of Otis and Mound. The City of Alameda blatantly risks the lives of children forced to cross Otis at Mound. Obviously no city official has a child going to Otis School or Krusi Park.

The City of Alameda uses the tired excuse that it has no authority to install a stoplight on Otis because it is highway 61. Highway 61 goes up Broadway with stoplights. There are stoplights at Otis and Broadway and stoplights at Otis and High. How is it impossible to have a stoplight at Otis and Mound? This would slow traffic and allow children to cross safely. The city can pass out parking tickets on Otis but are sadly ineffective at safeguarding our children.

The installation of blinking lights for the crosswalk was a complete waste of funds. This was after the sign telling cars to stop for pedestrians was mowed down several times. Cars turning onto Otis from Mound are looking at oncoming traffic and not at people crossing in the crosswalk. A stoplight would alleviate this hazard. Perhaps the City of Alameda wants everyone to forget that a toddler in a stroller was hit by a car speeding down Otis Drive. The blinking lights did absolutely nothing to slow that car down. Cars zoom down Otis with complete disregard for pedestrians much less the speed limit. How many more people must be injured or killed before a stoplight or stop sign is installed to keep our children safe?

From: [JT](#)
To: [Jennifer Warner; Transportation Commission](#)
Subject: [EXTERNAL] August 28, 2024 - Transportation Commission Item 6C
Date: Wednesday, August 28, 2024 4:32:15 PM

Thank you for the opportunity to review tonight's Caltrans presentation ahead of time. As a resident of Alameda, and a homeowner along the proposed stretch of Otis Drive (between Mound and Versailles), I'm dismayed at Caltrans findings that the road diet survey cannot be implemented because of the Average Annual Daily Traffic is too high. I guarantee if a road diet was implemented, use of that stretch of Route 61 would decrease to similar numbers along Broadway/Encinal and Central/Sherman, making it safer for all and eliminate drivers just using our roadways to dodge the traffic of I880.

While extra crossings help, the main concern are drivers speeding through both lanes in each direction. As mentioned in the slides, Otis Drive is not even wide enough for two lane traffic in each direction, yet they continue to want to promote maintaining the existing condition.

Every single day, as I go out to my parked vehicle along the curb, I'm either worried someone has knocked off my mirror, sideswiped my vehicle, or worrying about an impatient on-coming driver deciding to skip the queue and drive around everyone. A road diet is necessary in the residential area of Alameda and we need to reclaim our roadways from Caltrans to reduce the traffic in-and-out of the City for the safety of its residents.

Jeff Tang



From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: FW: [EXTERNAL] Alameda Resident, Otis Street Comments
Date: Wednesday, August 28, 2024 4:40:45 PM
Attachments: [Screenshot 2024-08-28 at 2.29.10 PM.png](#)

6-C

From: Caitlin Phelps [REDACTED]
Sent: Wednesday, August 28, 2024 2:47 PM
To: Transportation Commission <tc@alamedaca.gov>
Subject: [EXTERNAL] Alameda Resident, Otis Street Comments

Hello,

I am an Alameda resident living near the Otis Elementary School. My son goes to a preschool called Small Size Big Mind off of Otis Street. We walk my son to school every day he is 3 years old and learning to use his scooter and bicycle. Our walk becomes extremely dangerous and stressful as soon as we hit High and Otis Street.

The sidewalks are too narrow and there is little protection from speeding cars. It would be wonderful if they could be widened.

In addition to widening the sidewalks, it would be wonderful if there was some sort of barrier to protect people walking to the preschool, home, etc. The cars accelerate as if they are on a highway at this point. Even a speed reminder sign or something to make it safer. I have to walk on the grass with my son and shout to make sure we safely make it to his preschool.



Thank you so much for your time and help with this matter and for taking the time to hear my thoughts. I am going to try to make it tonight to deliver my comments in person at the meeting.

Best,
Caitlin Phelps

[REDACTED]
Alameda CA 94501

[REDACTED]

From: [Transportation Commission](#)
To: [Jennifer Warner](#)
Subject: FW: [EXTERNAL] Letter to Caltrans from 925 Versailles Ave
Date: Wednesday, August 28, 2024 4:40:21 PM

6-C

From: Hyacinthe Briand [REDACTED]
Sent: Wednesday, August 28, 2024 3:09 PM
To: Transportation Commission <tc@alamedaca.gov>
Subject: [EXTERNAL] Letter to Caltrans from 925 Versailles Ave

Dear Caltrans and the members of the Alameda Transportation Commission,

It's August 27, I am back from dropping 2 of my kids at Otis elementary and I'm shaken. I nearly got hit by a car, again. I'm almost 40 and I'm shaken. The crosswalk flashing lights on Otis Drive were activated. The driver saw me. We did eye contact. The 4-lane road allowed them to not stop as they swerved at the last second next to my astonished body.

As I was getting to my front yard not far, all the memories of the near misses I encountered as a pedestrian at Otis and Versailles flooded. Like those nights where I and my wife scream as the car ignores the flashing lights and passes right in front of us way above the speed limit. Like these afternoons where I am stuck in the middle of the 4-lane, indefinitely waiting for cars to stop as I am walking my bike with 2 kids on the back seat. Every day scares and stresses for me and my little ones. Maybe our family should move. Maybe the school and the park too.

Alameda community can only question a 4-lane road design at the center of an elementary school zone and next to one of the city's biggest public parks. 4 lanes young and older people have to cross everyday to go to school, shop or work with all that it implies for the years to come.

For Otis elementary students as young as 4, that implies they will keep having to face 4 unpredictable lanes of cars every morning and afternoon to go to school and come back to their home. 4 lanes will mean less visibility for them to cross the broad road safely. Sometimes those kids will see speeding vehicles mere feet away from their backpacks. On Otis Dr, it's not uncommon to witness cars at 35mph or more while the crosswalk lights are flashing. A 4-lane road allows more easily that type behavior. Otis elementary counts more than 500 students.

For Krusi park and their cohorts of parents with their hands full, that implies making sure one-by-one 4 independent lanes of speeding car will come to a stop as they bring their kids to baseball and softball practice, birthday parties and summer camps. When traffic is congested on one side, families will brave the 2 column of stacked cars usually blocking with their body of metal the first part of the crosswalks. It's only the first part. For the second, parents will have to manage how to less unsafely pop to the incoming traffic, exposing their family to the yet-to-be-seen incoming traffic. They will wonder: Have the drivers followed the indicative lights? Will the drivers have seen the light in the first place? Will the cars accelerate because they want to go first? Will they think the person has already crossed because the light has been going for a long time now and no one is evidently coming? It's a frogger game of not getting your loved ones hit.

For taxpayers, that implies a risk to cost more in the long term. Do we have a high level of confidence the \$30m CapM project is future proof for everyone if we consider the latest guidelines from Congress on traffic reduction, or the \$1 billion invested by the California State to develop bicycle and pedestrian infrastructure or the millions spent locally to develop greenways? Does the 4-lane design built for the next decade run the risk to be outdated too fast, culturally and environmentally irrelevant in few years from now? Will we have to redo everything by 2030 costing much more dollars to the whole community?

For Caltrans, that implies an increased risk too. The California Department of Transportation website indicates "our mission is to create a safe and reliable transportation network that serves all people and respects the environment".

All people. That includes – beyond kids and parents already mentioned – aged populations and people with disabilities living near Otis Drive. A 4-lane road design is a mountain to cross as you walk slowly lane-by-lane. Are we properly answering the needs of these vulnerable populations? The fact that CapM makes Otis Drive safer does not necessarily mean it will be actually safe enough for everyone crossing it everyday.

If we are serious about this debate and up to the complex compromises it necessitates, there's a need for more data than what the public document for the August 28 meeting presents. Right now, because of limited information, the document presented runs the risk to be partial in spite of the objective measurement featured. We note the following for the document entitled "EA 04-2Q720 Capital Preventative Maintenance (CAPM) Project on SR-61":

1. There's no data on number or demographics having to cross Otis Drive between Broadway and Fernside
2. There's no estimation to understand how much of the traffic would be diverted to other local streets if a 3-lane road design was followed on Otis Drive. Simulation models would help to understand the tradeoff between safety for everyone and potentially marginal traffic on neighborhood street? There's no mention on how this diverted traffic could be mitigated outside of a 4-lane road design?
3. There's no research data mentioned on impact of 4-lane road on safety – key reason behind the investment presented? What are the induced motorist behaviors behind a 4-lane ? There's no data on key community factors such as livability, walkability or cyclability?
4. Inversely there's no research data mentioned on how a road diet as pushed by the City of Alameda would improve the traffic safety within this corridor? For example, there's no research data mentioned on reduced demand effects following a road diet? The document supposed it will be the exact same numbers.
5. There's no estimation of speeding behaviors on the corridor considered while it's a debate about traffic safety?
6. There's no research data mentioned on how drivers react to suggested pedestrian enhanced features in a congested traffic and non-congested traffic? At day or at night? How many drivers in average, a motorized vehicle do not stop on a 4-lane road when crosswalk lights are flashing?
7. There's no research data mentioned on dangers of traffic stacking for 4-lane road designs? Any research on frequencies of when vehicles are blocking a crosswalk as it happen every day on Otis Dr?

This information will help everyone understand the best infrastructure design to provide a real choices of transportation modes – incl. safety in equal measures for each mode of travel and access for all. Only then, the public can be better equipped to deliberate with nuance. Only then, we can have an informed decision where we feel we did our best in spite of the consequences of such a hard trade-off.

Otherwise – what will happen to the Caltrans mission and to the community it serves when one rainy morning a driver of good faith won't see a student from Otis elementary because the 4-lane road was too hard to scan with congested traffic coming from one direction, because the 4-lane road didn't help slow down the driver, because speeding was a natural neurological response when the asphalted surface is large and that the 4-lane wide Otis Drive was not only splitting a cheerful Alameda neighborhood in two but the difference between 25mph and 35mph, between life and death?

Sincerely,

Hyacinthe Briand
