



Otis Drive Traffic Calming and Safety Improvements

November 25, 2018, 12:06 PM

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Otis Drive Traffic Calming and Safety Improvements

How can we make Otis Drive a better street between Willow Street and Westline Drive?

Summary Of Responses

As of November 25, 2018, 12:06 PM, this forum had:

Attendees: 705
Responses: 593
Hours of Public Comment: 29.7

Topic Start

August 9, 2018, 10:24 AM

Topic End

September 20, 2018, 2:51 PM

QUESTION 1

How do you use Otis Drive between Westline Drive and Willow Street?

		%	Count
I live on/near the street		31.8%	186
I travel to destinations on/near the street		60.4%	353
I travel on the street to cross Alameda		63.2%	369

QUESTION 2

What to do you find most challenging when using Otis Drive?

- Traffic speeds
- Safety of people biking (including yourself or others)
- Safety of people walking (including yourself or others)
- Traffic congestion
- Condition of the Roadway
- Appearance
- Noise
- Finding parking

QUESTION 3

What is your typical mode of travel on Otis Drive? (select all that apply)

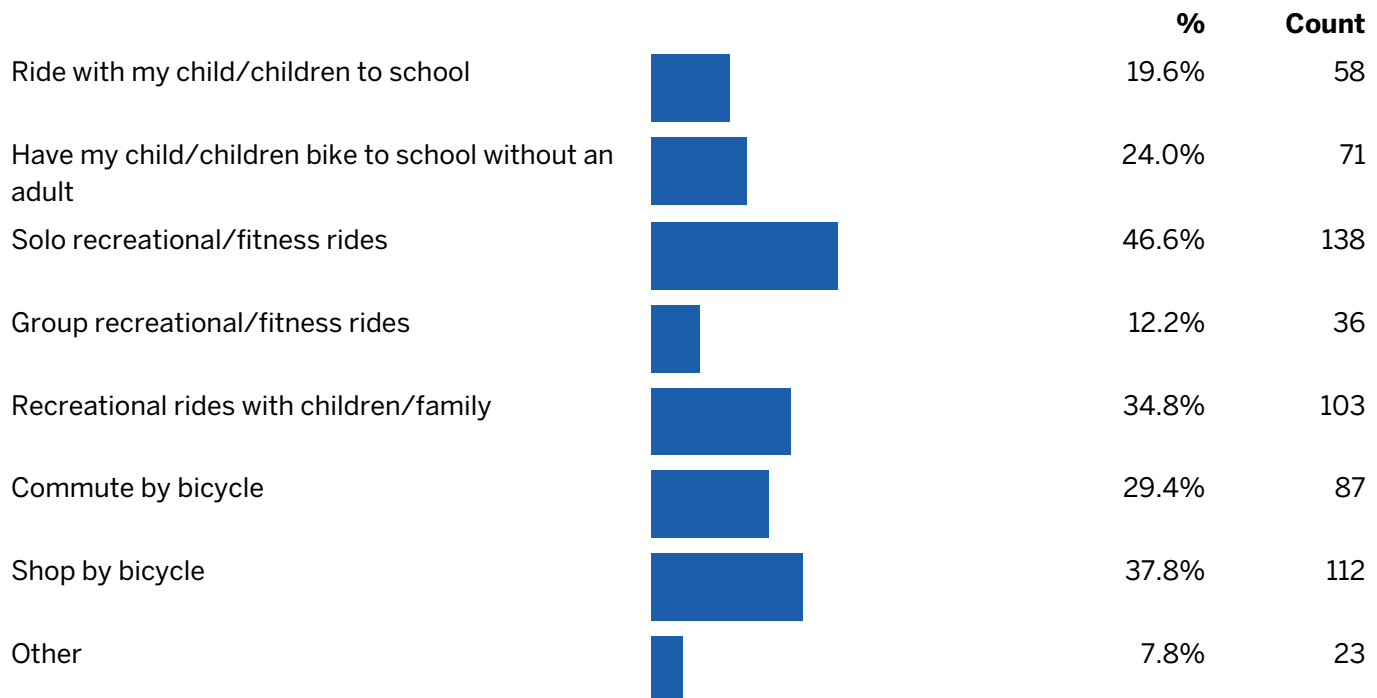
Otis Drive Traffic Calming and Safety Improvements

How can we make Otis Drive a better street between Willow Street and Westline Drive?



QUESTION 4

If you chose biking as your typical mode of travel, which type of biking you would ideally like to do on Otis Drive? (select all that apply)














Otis Drive Traffic Calming and Safety Improvements

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QUESTION 5

What is your typical destination when using Otis Drive? (select all that apply)

		%	Count
Home		47.0%	274
Work		21.1%	123
Wood Middle School		8.4%	49
Other school		6.0%	35
Robert Crown Memorial State Beach		30.7%	179
Rittler Park		9.6%	56
Little League fields		9.1%	53
Alameda Hospital		7.4%	43
Shopping		72.7%	424
Visiting friends/relatives/neighbors in the area		28.0%	163
Other		17.5%	102

QUESTION 6

Do you have any other concerns that you would like to see addressed in the project?

Answered	288
Skipped	305

Otis Drive Open Forum Survey – August and September 2018:

Question #6 Summary

QUESTION 6

Do you have any other concerns that you would like to see addressed in the project?

Total Survey Respondents that Answered Question 6 = 288

Total Survey Respondents that Skipped Question 6 = 305

Summary of Comments by Category

- Appearance/Landscaping (Total responses = 25)
- Bus Stop Improvements (Total responses = 6)
- Dedicated Left-turn Lanes – Three-lane Streets (Total responses = 13)
- Enforcement (Total responses = 12)
- No Concerns – Status Quo (Total responses = 22)
- Opposition to Change (Total responses = 63)
- Parking (Total responses = 5)
- Safety: Intersections (Total responses = 23)
- Safety: Pedestrian and Bicyclist (Total responses = 94)
- Traffic Light Timing (Total responses = 17)
- Traffic Speeds (Total responses = 52)
- Miscellaneous – comments beyond the scope of this project (Total responses = 38)

Comments by Category

Appearance/Landscaping

1. Lastly! Hire urban planners with a vision for safe, pleasing and durable materials with lasting quality, making Otis a safe and beautiful street. Creative, colorful, festive with distinctly unique Alameda character.
2. Trees. Bushes and Flowers.
3. Longer term, I'd love to see more vegetation along the road
4. More trees and greenery to beautify the street and most importantly slow people down.
5. Beautification of Otis Drive
6. It should be easy to use and maintain. Clean streets are safer for cyclists. If busses will use the road pads at bus stops should be used to keep the surface smooth and even.
7. This street is unsightly and bleak. It needs lots and lots of trees!
8. I would love to see more trees along Otis, it would help with noise and add a lot of curb appeal.
9. Also, very little shade for those walking on the sidewalks.
10. I believe the street is good the way it is and does not need improvement beyond general maintenance.
11. I encourage the use of overhead signage at signal controlled intersections to alert drivers to lane controls such as turn-only lanes. Monitor / calibrate on-street signage systems that tell drivers their current speed. Increase the number of speed limit signs. I spotted one on Otis between Willow and Grand Streets. One more between Grand Street and Westline Drive. More signage indicates more concern about the issue and it's a cheap and easily initiated/completed process.
12. We could do with more trees too
13. Trees like central would be nice, too.
14. It's such a wide street, make it beautiful.
15. Size of street makes it unfriendly and uninviting.
16. Get rid of those ugly eucalyptus trees and plant palms or something fitting for an island!
17. Don't just think institutional minimums and low bid - properly fund for the beautiful [not just the practical] and include clauses requiring hardy and meaningful upkeep into the 'first-cost' design/build contracts for a minimum of two years. So often - in Alameda and Bay Area in general - we invest in infrastructure only to immediately neglect, allowing the improvements to deteriorate due to a lack of maintenance funding . Wouldn't it be wiser to include a minimum standard for first 2 years to give the plants, amenities and surfaces a running chance? And City Council the opportunity to find funding to appreciate and support more money for landscape and roadway maintenance?
18. Before any creative ideas are tried, it would be nice if the maintenance on the street was up to date.
19. I'd like to suggest you don't waste time on the street's "appearance", it's fine.

20. Much could be done to improve look with trees and traffic circles
21. Otis is ugly and too wide. I think it needs a planted median.
22. Safety 1st shouldn't have to compromise urban aesthetics. Why can't safe also be uplifting? Avenues and Boulevards in Europe are an aesthetic experience!
23. More street trees
24. This street is HUGE. The lanes are too wide, and there are too many lanes. People treat it like a racetrack. There is little shade on all of that asphalt. Would love to see a separated bike way, fewer lanes, green infrastructure including pavement removal and the addition of a park strip for substantial street trees and infiltration planters to help mitigate urban heat island and reduce storm surge flows to the bay.
25. I would like to see a street tree inventory done of the existing trees as well as all of the vacant planting sites along the corridor. All of the vacant Street tree planting sites should have a tree planted. Preferably a native or other drought tolerant species that would do well in the poor soil. There are several native Coast Live Oak trees that are growing in front of houses along the corridor (as well as in the park at Westline and Otis) that are doing quite well. Coast Live Oaks (such as in the 15 gallon container size) should be considered for the predominant Street tree species along the corridor. Street trees help to slow traffic, provide shade and a more hospitable and scenic experience for pedestrians, bicyclists, and homeowners. Street trees shade the road and side walk pavement which reduces temperatures associated with the urban heat island effect. The shade and cooler temperature helps to preserve the condition of the road and sidewalk pavement. Street trees also help to reduce road noise. Street tree planting should definitely be included in the project as we get the most bang for our buck.

Bus Stop Improvements

1. The bus system barely works for transport in the city and to get to Oakland airport is a 1 hour journey.
2. It would be nice to have places for busses to stop so they don't block traffic and to slow them down. Maybe use old Lum school driveway as a transit focal area?
3. Dedicated bus turnouts
4. Seating areas near bus stops.
5. A better bus stop zone on Otis at Westline. When the bus stops on Otis, some cars wanting to turn right onto Westline wait behind the bus, but others go around and in front of the bus.
6. Better bus stops. maybe a bench

Dedicated Left-turn Lanes – Three-lane Street

1. I know that Otis is considered a major thoroughfare in town, but I'm tired of being at a dead stop waiting to make a left turn into my own driveway and seeing cars in my rear view mirror barreling toward me at 40 miles an hour-I'm afraid of being rear-ended.
2. Additionally, the city should consider making dedicated left turn lanes at this intersection (and possibly right turn lanes); drivers line up as if there are turn lanes, but it can be confusing - and therefore dangerous - because there are no delineated lanes. The city could also consider adding a left turn lane off Grand at Wood School; again, there's an informal system in place where drivers move to the left when dropping off/ picking up at Wood, but the lack of a lane causes confusion.
3. Otis is too wide. People drive on it like it's the freeway. It should have a dedicated bikeway (yes, like Shoreline), one traffic lane in each direction, and please, left turn lanes. That would slow down the cars to the actual speed limit and make the street much safer for bicyclists and pedestrians.
4. I don't see a need in Alameda for any street running the length of the island to be four lanes. It just provokes drivers to speed and use the road as an alternate route. The priority should not be reducing the time it takes to travel across the island, but rather making the street enhance the neighborhood and be safe for all using it or who are currently afraid to use it.
5. I would love to see Otis down to two lanes plus dedicated bike lane with a large grassy median w/ trees. Along parts of that grassy median, more parking for soccer & baseball.
6. People have a tendency to speed along Otis because it is too wide. I would like to see a reduction to 3 lanes with a left turn lane similar to Broadway.
7. Dedicated left-turn lanes on main streets would be great for cars and would make for safer crosswalks.
8. Less lanes to reduce speed
9. A 4 lane street in a residential area is a hazard - people run across it. I'd be fine with bike lanes, etc like Shoreline.
10. Center turn lanes with planting.
11. Would like to see speed kept to 25. Don't want the 4 lanes reduced to 2, would create too much congestion.
12. Why do we need four lanes on this street when two are never crowded.
13. Make it 2 lanes and a middle turn lane, and add clearly marked bike lanes on the sides.

Enforcement

1. Enforcement isn't sporadic it's nearly non-existent. If Alameda Police Department needs more money the need to put a bond measure on the ballot.
2. I find Otis is patrolled well by police ...keeping speed at 25 miles.
3. The 25 mph speed limit has always been appropriate. Just enforce it, and the erratic driving.
4. Stronger enforcement of 25 mph speed limit.
5. I work at home and constantly hear the police pulling cars over, usually in front of my home, to give speeding tickets. I say Yay every time. But there are speeders all week long, and the police cannot give tickets 24/7, so we need a new solution. I don't know what that is, but I look forward to hearing some options and having a say.
6. Get more officers out there enforcing speed limits.
7. If student safety is a concern then enforce school speed limits (that already exist) during those hours.
8. The cops need to stop hiding in cul de sacs off of Otis to catch people going 5mph over the speed limit
9. I would like to see the traffic speed limit enforced. Otherwise leave Otis alone.
10. It seems silly to me much of the issue could be better controlled by enforcing the speed limit and rules of the road. I know the police have many concerns but the speed limits and in general enforcing traffic rules are not enforced like they used to be here in Alameda. I see more and more of complete and brazen breaking of the traffic laws including running stop signs and even stop lights. My thought on this is younger generations have grown up without traffic enforcement so they figure why not break the rules or do they even know they are supposed to follow the rules. I commute 5 days a week by bicycle and I am just as frustrated seeing others on bicycles just blowing off stop signs and even stop lights. It is about safety and if auto drivers see bicycles give little or no respect to the laws why should they?
11. ENFORCE THE TRAFFIC LAWS AND THAT WILL IMPROVE MUCH OF WHAT FOLKS ARE CONCERNED ABOUT!
12. Start a ticketing campaign there to raise awareness.

No Concerns – Status Quo

1. I take Otis frequently. Otis is not an issue.
2. Shoreline has a bike path, I don't think Otis needs any changes, except between High St and Park St
3. Overall I think Otis is fine, and it serves as a major thorough fare across Alameda on the Bayside. My son is not yet old enough to go to Wood school, but I would send him on other streets and just cross Otis to get to the school. I would not want to see traffic speeds reduced, because there is no other street that can serve as a thorough fare for people

trying to get from one end of the island to the other. Luckily I live mid island and don't need to use Otis for that purpose, but I know many do. If not Otis, there needs to be a street somewhere where people can get across the island without a lot of trouble or delay. Encinal is the street where people disobey the traffic speed limits most, and it is actually dangerous even to cross the street, much less ride a bike on it.

4. As little change to existing road conditions as possible should be strongly considered. That street functions fine for vehicles and bikes and I see the serious possibility of more injury accidents and lawsuits if street conditions are changed. Traffic flows fine on Otis considering when you stop and think about it.
5. I'd prefer no changes to Otis Drive.
6. I actually find that portion of Otis rather pleasant and easy to drive. I don't experience people speeding. The problems are with the other end of Otis, from Park to the Bay Farm bridge. This proposed project sounds to me like a terrible waste of a lot of money and a solution in search of a problem.
7. I have no concerns or problems with Otis Drive.
8. I have not experienced issues driving on Otis Drive.
9. Leave the street alone.
10. I drive to South Shore from Grand on Otis to the mall (which passes 1/2 of the part of Otis you mention). Mostly it's fine. Because there are 2 lanes in each direction, it should be at least 30mph. For driving, there's been no problem, other than parents double parking on the street when picking up their kids at school. They should not feel that it's okay for kids to walk out into the busy traffic, and that it's okay to block an entire lane.
11. I haven't had problems driving on any part of Otis Dr. I think the uneven connection of Willow St. is poorly designed, but that was done too many years ago to change at this point.
12. Yes. I would like the people to have a say in what happens to Otis. I think Otis is fine the way it is. What's wrong with it currently?
13. There is value in having a boulevard/thoroughfare that can cross the island E/W.
14. Maybe I don't drive that section of the road often enough but I have never had any problems on it. I have not experienced any of the conditions on your checklist and think there are other areas of the city that need attention far more than this one.
15. I don't ever feel like the above suggestions are an issue. Perhaps I don't travel at busier times, because I work for myself and have an "off" schedule.
16. I personally don't have any issues with this drive.
17. It seems like there are far more important things for Alameda to spend money on. This project is dumb to the point of offensive.
18. I've never had any problems with this stretch of road. It seems fine to me in all respects.
19. I think there are roads in much worse condition than Otis. I don't have much of a problem with this stretch.
20. I think Otis between Willow and Westline is just fine and one of the more convenient streets to drive on in Alameda since it doesn't have a light or stop sign at every corner.

21. Pretty sure it's not possible due to space constraints, but definitely don't consider adding any lanes or widening anything.
22. Why is a change being proposed?

Opposition to Change

1. Actually I have no concerns since this is a perfectly wide street that can accommodate all modes of transportation. Have traveled this street since South Shore was developed and have never seen nor had a problem with the amount of traffic that uses it from Willow to Westline. Given that we spent or wasted so much money on a bike lane along Shoreline, there is absolutely no reason to waste money to accommodate bikers. As a pedestrian who has walked Otis for years I have never had an issue or a problem, especially since AUSD closed Lum School.
2. No
3. Before focusing on bike improvements here I would focus on how bikes can cross the island N/S. There are sufficient and more attractive bike thoroughfares with Central, Santa Clara, and by the bay.
4. No more bike lanes! Shoreline is so messed up...please don't make another mess like that at taxpayer expense. The fact is there is too much traffic because of the continued building. Now shoreline get backed up because of the parking.
5. Please do not reconfigure Otis to look like Shore Line Dr. I find it profoundly unattractive, dangerous and its feng shui is abhorable.
6. Alameda needs to maintain Otis, Lincoln, Encinal, and Clement as high-capacity vehicular pathways for cross-island access, while providing safe pedestrian and bicycle usage. The traffic majority consistently exceeds 25 MPH on these streets, traveling at 30-35 MPH. By adding frequent signalized intersections, coordinated and timed for smooth traffic flow at 35 MPH, cross-island vehicular traffic will be improved. For pedestrians, traffic lights provide safety to pedestrians and bicyclists crossing the street. Bicycle lanes adjacent to the parking lanes, designated by a painted line, work well on many Alameda streets (Atlantic, Santa Clara, Grand). If the City uses a configuration similar to Shoreline, there will be major citizen rejection.
7. Seems like a waste. This is one of the best streets with the least amount of traffic on the island. Only are of congestion is net Shopping Center.
8. Please don't pander to bikes
9. That said, Otis needs to be recognized and maintained as a major cross-island artery. Improvements must not reduce vehicular capacity. With Central's planned road diet, Encinal will become less useful as a true cross-island route (between Sherman and Webster). Focus traffic on Lincoln and Otis while beautifying both and reducing speed to 25.

10. I would like to NOT see a traffic impeding and dangerous path like that of shoreline. That one made biking LESS safe for kids. I won't use it nor allow my child to. Otis is one of the few thoroughfares in town. If a bike path goes in (great!!) PLEASE use better design.
11. The road is fine. Construction will cause more problems than it solves.
12. I would reduce the width of the driving lanes a bit, but I would not remove any. Shoreline can be used for biking.
13. It's obvious that it is fait accompli to put Otis on a road diet - look at the survey questions - they all presume that the respondent has a problem with Otis Drive. There are basically no options to choose if you don't want change to Otis.
14. My biggest concern is that the city will do to Otis what they did to Shoreline. They made it narrower and the traffic worse. I love public transit but we don't really have much of it in Alameda.
15. Traffic congestion is absolutely terrible.
16. This is another example of a pretense at collecting public input, when the plan for Otis drive has already been imagined.
17. Please do not ruin Otis like Shoreline was ruined. Please use State of California Bicycle Engineering criteria BEFORE the Council is asked to approve it. On Shoreline, the "planners" got the bike lane approved by the Council and then staff refused to apply the California Bicycle engineering standards. a real joke.
18. This survey is heavily biased toward persons who can ride a bicycle and who have children. Many older drivers prefer Otis to Shoreline because it is now safer to drive on Otis without the crowding and distraction. We also prefer parking at South Shore where the spaces are still diagonally striped and there is room to maneuver. I do not find anything currently wrong with Otis Drive except for the placement and timing of the bunched up traffic lights at Willow, which I can live with. Please leave this street for auto drivers. Do not narrow it and confuse older drivers with new configurations.
19. The bicyclists are creating a dangerous situation for everyone. Riding without helmets. Alternating between acting like a car and like a pedestrian, whatever suits their whimsy. Nearly running into both pedestrians and cars, failing to stop when they are legally required to, making us all accommodate their rudeness, generating accidents and near accidents. The city needs to start enforcing the laws that apply to them and stop centering everything around them instead of the many other citizens in this town using other forms of transportation, including walking.
20. There is no problem with Otis between Willow and Westline. So you are working to solve a non-existent problem. Please do not waste resources on this, and focus instead on (a) repaving Encinal between Sherman and Broadway (some work done recently, I know); (b) figuring out how to get people in cars on and off the island at rush hour (currently a complete catastrophe); and (c) putting a hold on future development until a traffic and transit solution is worked out. I live and work in Alameda, and the overall traffic situation has never been this bad. The fact is that the vast majority of people do, and will continue to, drive, so any solution must take that account.

21. I'm worried by creating bike lanes, we will have more of the traffic congestion that we now see on Shoreline. I know we want more people to bike around the island but the reality is most people drive and creating bike lanes that rarely get used, you are causing major driving and parking issues for people who drive. I would really like to see a usage and impact report be done, by a professional third party company, before the city moves forward on this type of project. We are already over cramped due to all the new developments, we don't need to be making it harder for people who need to drive, especially for those whom biking isn't a reasonable option.
22. Please do not make the nice wide street narrow for cars. You have made it difficult to drive Along the beach. Please do not do that again
23. Love the wide street...would hate to see lanes adjusted which would create more congestion. I grew up on Otis and driving 25 was routine.
24. I am a cyclist but hope that you do NOT do to otis what has been done to shoreline. i find the bike lane with barrier islands unsafe to ride due to people popping out from behind cars etc. i no longer use that thouroughfare. i dislike it equally as much when driving on shoreline. it may have looked good to someone(s) on paper but the reality is it very poorly designed and decidedly made a less than perfect situation worse.
25. I have a problem with all of the traffic calming that the city has been doing. Traffic moves at a snails pace across the island. Which leads to cars moving faster to make up the time that is lost due to high traffic moving slow. My question is why compound the slow moving traffic with traffic calming measures. Example I have stopped using the South Shore Beach due to the cluster mess that was done there. I used to go to, or by the beach every day. Now I haven't seen the beach in months, and I shop off the island most of the time.
26. In the nine years I have lived in Alameda I do NOT see any problem with Otis as it is. I have never seen any people on bicycles. I HOPE you do NOT ruin Otis as you did Shoreline Dr-- it is a HOT MESS. I no longer take Shoreline past Broadway or Park. No one like the so-called improvement . MY opinion--leave Otis as it is!!!
27. Since Otis Dr is so close to Shoreline, we do not need another bike lane! We need Otis Dr. to maximize traffic flow through Alameda. Also, include a right turning lane traveling west on Otis turning onto Grand.
28. Why would this be limited to west of park st when the real speed issues and congestion on Otis exist east to the Bay Farm bridge?
29. This survey questions are biased to get a result - to change Otis Drive. Why wasn't there an option for "NO CHANGE"? With the city in deep financial crisis is spending money on Otis Dr a wise idea. No it is not. Don't ask me to vote for more taxes when the infrastructure is terrible in several places on the island. Not every can or does ride a bicycle. Not everyone can walk long distance. Honestly the safest place for transportation is in a vehicle.
30. Narrowing the street to one lane in each direction and a turn lane between is absurd. It is already hard enough to get on and off the island. Fewer lanes means more congestion.
31. For heavens sake don't screw up Otis like you did with Shoreline!

32. Please do not make it like Shoreline. Shoreline has become a challenge to use
33. I feel like Shoreline is now more dangerous for pedestrians. Have any safety studies been done since the change? Please do not do anything similar on Otis.
34. Otis between Willow and West line seems to be one of the best streets in town. There is so very little bike or walking traffic. That which there is seems to fit just fine and safely on the sidewalk. Our City seems to waste so much time on things which are not needed. This type of project is better not done. We have far too many City employees.
35. Please don't screw it up like you did with shoreline!
36. If changes get made, PLEASE don't have it look and function like Shoreline now.
37. This stretch is one of the widest and safest driving roads in Alameda. There are easily ten areas that are much more dangerous. The survey has identified no problem requiring this survey. Where are the statistics justifying this? Furthermore, the west end of Alameda, where I live, tends to be neglected. Since I have lived here the west end is consistently disadvantaged in every way, from road repair to funding and other decisions made by the board of education.
38. Other than that, it is not very safe to ride a bike on Otis from Grand to Park Street (or even to Willow). There's a bike path on Grand, but not on Otis. Just like on Central Ave where it's 2 lanes in each direction, the traffic is fast and crowded. But there should be some streets where that is the case, where cars have the priority. One can ride a bike on San Jose all the way to Oak Street, turn there and go down, then cross Otis to get to South Shore. That is much safer than riding on Otis.
39. My opinion is that our city should have some streets good for car traffic, and some streets that have bike paths for safe riding. Then everyone can get where they're going safely and quickly enough.
40. Do not lower the speed. Otis is one of the main throughfare that bisects the island and because of that needs to have reasonable speed limits put in place. 25 mph is already far too low for a four lane street that is one of the essential streets on the island. The speed limit should be 35. What is the purpose of such a slow speed limit on such a large road?
41. Please do not make any changes to Otis Drive. You will just make it worse, like you did with Shoreline.
42. I would not like protected bike alterations made to Otis. I would like more police patrols to ensure people drive the speed limit and not go too fast. I very much like that there is a wide street that accommodates cars going across the island so that they are not pushed off onto the other streets and leave surrounding neighborhoods quiet. Otis is a big street so more cars dedicated on it makes sense.
43. Please do not engage in new construction on Otis Drive or make any changes for bike lanes. The construction on Shoreline was disruptive and you decreased the usability of the road. I am constantly concerned about the narrowness of Shoreline and the potential accidents with both cars and pedestrians. Do not do the same thing to Otis Drive.

44. You realize the reason residents are complaining more is because the City screwed up Shoreline Drive. The only reason I drive on Shoreline anymore is to reach the mail box turnout by the Post Office. Now you are going to screw up Central Ave AND Otis?
45. Stop this traffic calming and spend the money on better things.
46. We need parking and lanes for cars. You can look at Shoreline and see that the bike lanes are rarely used. There are some walking and a few bikes. There are many cars. Bike lanes all over town are rarely used. It is clearly not a priority for our town. It is a priority for City employees who like that sort of employment. We have taken away some parking on Webster and had Bus stops which forced AC Transit out into the street. These projects harm the town and make it worse for the people. It benefits a few City employees. Perhaps only yourself and a handful of a few other coworkers. These projects are a waste of money. Taxes are too high as it is. There are other needs. Please benefit the people and not yourself. Stop this project.
47. Don't make it a "mess" like you/city did on Shoreline. The "improved" conditions are terrible, and that is why I mostly use Otis.
48. Please don't turn this into another Shoreline Dr. That's my fear.
49. DO NOT reduce the traffic lanes.
50. Too many bike lanes!!!! You already have South Shore just a block away for bikes. Who would go to the hospital on a bike?
51. I ride a bicycle to get around Alameda when I travel by myself. Often I take a car to South Shore, the West End, the Base, Bay Farm, and the Blanding to shop and visit friends. Traffic is getting heavier but I feel safe biking in Alameda along the existing bike routes and less busy side streets. Sharing the road among pedestrians, motor traffic (scooters and electric bikes included) and bicycles is the utopia but until users of the roadways cut back on their distractions (cellphones, eating while driving, putting on make-up) and follow the rules of the road and have some courtesy for their fellow travelers, whatever speedbumps, bumpouts, bike safety lanes and illuminated crosswalks will do no good. I'm really saddened by the changes on Shoreline. We had a spectacular view and an additional artery across the island and into South Shore Mall. We could have widened the existing walking path along the beach and made a separate bike lane instead of decreasing lanes of traffic for a very congested area full of multi-family housing. I don't want any more protected bike lanes in Alameda if it means that a single lane has the potential to be blocked by a delivery truck, double parker, lyft or uber dropoff/pick up or emergency vehicle. I would like to see public transportation alternatives like an island shuttle that runs regularly across the island. If we really want to get people out of their cars, bikes shouldn't be the only option. Keep our streets open and wide. Educate the drivers, walkers and cyclists.
52. Maybe add bicycle sharrows and/or signs reminding drivers to share the road with cyclists. What I don't want to see is the "protected bike lane" road re-design that was done to Shoreline. Please, no "protected" bike lanes that have bikes riding between the

sidewalk and a row of parked cars. This is an unfortunate fad that I think urban planners will come to regret.

53. I do not believe the solution is a road diet but would like to see what other alternatives could happen.
54. No more bike lanes. What was done to shoreline is ridiculous Cars are parked on the street for months. Bicyclists continue to use the walking path. The car congestion is ludicrous.
55. I don't want to see any bike lanes added to Otis Dr. as there is no need for them. For the most part the traffic lanes are plenty wide and vehicles can change lanes to pass slower cyclists if need be. Otis is fine the way it is. Don't ruin it like what was done on Shoreline with the reduction of traffic lanes and poor visibility cycle track hidden between parked cars and the curb. As a result of unsafe conditions on the Shoreline cycle track, I now have to ride in the traffic lane which many drivers erroneously assume I shouldn't be in now that there is a cycle track even though it is fully legal. That reminds me, please paint sharrows at regular intervals in the middle of the traffic lanes on Shoreline to indicate to drivers that cyclists don't have to use the off street cycle track.
56. DO NOT TAKE AWAY DRIVING LANES!!
57. Please don't make it too narrow. Shoreline has gotten more dangerous since y'all did this to it. I've nearly gotten in a bunch of accidents on Shoreline after the road changes. :(
58. I am actually shocked that lowering the speed limit is even a suggestion. I live at Shoreline and the amount of new, young residents who all commute to work is ever increasing yet none of your introductory material focus on increasing commutability.
59. Why ask for input when it appears plans are already made? No more bike lanes please...Shoreline has already been rendered unsafe for vehicle traffic which could have been handled by widening sidewalks on the beach. The island is surrounded by developers who will overpower all obstacles to build thousands of houses condos and apartments and add thousands of cars and you all want to narrow streets with more bike lanes.... It is the equivalent of injecting cholesterol directly into a circulatory system...
60. DO NOT add bike lanes to this street. There are extensive bike lanes on shoreline drive. Bike lanes are not needed. Bicyclists should use shoreline. This would be unnecessary and a complete waste of money. Use the money to repave Encinal St where it is badly needed.
61. Morning commute already awful from Westline across Central and towards tube. How will construction impact this?
62. Shoreline has become more dangerous with the crazy bike path. The bikers still use the automobile road which causes backups. Can't believe you are going to mess up Otis the same way.
63. There are too many people -- too many houses too much development in Alameda. The city allows the population to increase yet decreases the streets available for cars to drive on. Lets face it -- there is no safe way to cycle off the island. It is insane to think people will give up their cars and cycle to oakland or san francisco. plus who has the time???

Parking

1. It's such a heavily driven roadway, although difficult, it would be best if NO cars were allowed to park on either side and it was two full lanes in either direction all the way to Fernside. It stinks to have it go down to one lane, forcing a right turn onto Broadway and it's always backed up near Park because of all the cars parked on either side.
2. Restrict Parking to improve flow of traffic and safety. Spending public money on free parking for a residential area is a waste of public land.
3. The overnight parking and the homeless sleeping in those cars, particularly near Otis and Park.
4. If bicycle safety is a concern, eliminate street parking and put protected bicycle lanes like they did in multiple cities in the bay.
5. Get rid the stupid parking in the middle of the street that creates a bike path that people walk on and block with their cars

Safety: Intersections

1. It would be great to have left turn lanes/lights when turning left from Grand onto Otis.
2. The corner of Westline and Shoreline needs improvement. That corner is dangerous.
3. Please note, the Grand & Otis issue has been raised on See, Click, Fix over the past 12-15 months, but there's been no real response from the City.
4. To avoid congestion between Grand Street and Otis Drive, traffic light should have left turn only and make additional lane straight going to shoreline "Wood School"
5. Separate left turn lanes so through traffic and right turns are unaffected by people making left turns.
6. I would like to see the striping of the streets be kept up so that the lane delineations are easy to see.
7. At night we need more pole lighting
8. Right turn arrow at Westline.
9. Please add a left turn arrow at Otis and Grand. In the peak times it is a nightmare
10. The Otis x Grand intersection needs to be better marked, it's too wide.
11. There should be left turn lanes on Grand Street, turning onto Otis in both directions.
12. A left turn arrow is needed at Grand and Otis
13. Improve the safety of the pedestrian crossing at Otis Dr. and Grand St. I had a friend killed by a bus while he was crossing the street in the crosswalk there in rainy weather.
14. The sight lines for making a left turn in all directions of Otis and Grand is terrible. Vehicles lining up on Grand North and South bound have too much space between the double yellow line and white / bike lane. Vehicles wanting to go straight will suddenly move to the right to go around left turn vehicles. There will be vehicles who are too far left, wanting to go straight, since there is so much space, other vehicles behind them wanting to go straight will zoom past. This causes a conflict as the vehicle too far to the left will

want to go straight and suddenly move to the right to try and pass. There needs to be dedicated left turn lanes on Grand North and South bound. This will increase the sight line for vehicles making a left turn as well.

15. The intersection of Otis and Grand desperately needs a left turn signal and dedicated turning lanes. I was a pedestrian nearly hit by a car turning left in that intersection a few years ago, and I've witnessed many other similar close calls.
16. No lights or stop signs- not enough cars crossing
17. Speed bumps and a few more lighted crosswalks.
18. Crosswalks and stop signs added to Otis. Traffic tables to keep people at 25-35mph
19. I live near the intersection at Grand and Otis, and it is dangerous. Driver's turning left are impatient and routinely cut off pedestrians crossing the street I think dedicated turn lanes with left turn signals would help keeping pedestrians safe. They could be timed so pedestrians would not be crossing, while cars are turning left. Also, the speeding on Otis is out of control, especially when people are trying to make the light at Grand and Otis.
20. People treat it like Alameda's autobahn, and my child has had to run from the intersection to avoid being hit, while on her way to Wood Middle School. It is not unusual to see cars speeding 50+mph. I see this daily and it makes it difficult and dangerous to pull out of my street, Fortress Isle.
21. The Willow S curve at Otis is where everything goes wrong and gets a bit sketchy. Willow is a tight street North of Otis. Maybe making Willow one way would help. The rest of the street is pretty great. Excited to see what you do with it.
22. Dedicated left turn lanes & left arrow turn signals at Otis & Grand would help immensely.
23. Adding a turn lane would benefit in terms of congestion, particularly at the stoplight at Otis and Grand.

Safety: Pedestrian and Bicyclist

1. Pedestrian crosswalk light on Otis Drive & Mound Ave and also Park Ave.
2. Otis needs a big bike path. I think it's unsafe for people to use the crosswalks on Otis.
3. There are so many alameda kids walking to and from school, and so many cars driving above the speed limit. Please keep our kids safe!!
4. Keep bicycle paths free from bumps
5. Need tall concrete barriers between bikes and cars.
6. Not a safe road for pedestrians or bikers.
7. If pedestrian traffic is a concern then create more lights for pedestrian paths especially near the bus stops like the one by westline drive.
8. People need to stop j walking
9. Crossing Otis where there are bus stops. There are a few disabled and elderly I have observed that try to cross Otis between grand and westline and often barely make it in

time. My family and I also bike on Otis though we try not to. But sometimes it is unavoidable and would want safer accommodations for other modes of transit.

10. My son rides down Grand to Wood on his bike daily, and he is very careful. We both have seen distracted parents run red lights and kids on bikes not stop at stop signs.
11. Crossing guards are really the only true help for kids crossing Grand, and to mellow speeders. My son had input into this answer. Thanks!
12. A bike lane that cars don't also park in would be great. In general, I find biking around Alameda with 2 young children (ages 2 and 5) terrifying. I always ride on sidewalks because I don't trust anyone to actually be paying attention when they are driving and the bike lanes are practically nonexistent. It's unfortunate because the island is flat and would be an ideal place to bike.
13. Otis Dr. from Grand to Westline is a wide barely traveled street during the non-rush hours. Willow to Grand is busy and the left turns at Willow are confusing and dangerous to pedestrians and drivers because of the short length. Fancy bike lanes, I believe should be going north and south rather than parallel to Shoreline and Central bike lanes. If the city wants to help bikers, they should do something about access to the Park St. bridge so workers can get into Oakland. Park St. is too dangerous for bikers, Oak St. is too narrow. Drivers are angry at bikers especially during rush hour.
14. Currently, there are no crosswalks between Grand and Westline (1/2 mile stretch)
15. Protected bike lanes with the sidewalks on each side would make it feel much safer. A road diet is necessary so people will instinctively slow down. Since there is not transportation provided by the school it is vital for the safety of our students traveling to Wood.
16. Medians could help with traffic calming and would provide some pedestrian refuge.
17. I would like to see a protected bike lane
18. Drivers go above the 25 mph speed limit and do not respect bicyclists. Drivers make right turns on red light and do not pay attention to pedestrians.
19. Add the warning lights on cross walks.
20. I think it would be great to have a separate bike lane along Otis.
21. I work at Paden Elementary and both of my children attend there. We prefer to ride in the left lane going towards Crown Beach. When I approach the stop light it doesn't recognize I am there and won't turn to green until several cars back up. But, it is very difficult to try to get a bike, trailer and additional child on a bike on the sidewalk and take the crosswalk across Otis, then across 8th. Please address the stop light issue so it can spot bikes as well as cars. Soon, my oldest will be biking herself to Wood Middle School. I am very concerned with her safety crossing Otis in the morning.
22. Reduced speeds increase bicycle and pedestrian safety, and reduce noise for neighbors. If done correctly, you actually get 3-4 birds with one stone just by adding some landscaping. If you are going to add a bike lane, PLEASE make sure it is physically protected and use the divide as an opportunity to include some greenery. Don't listen to the Shoreline nay-sayers. They are a vocal minority.

23. People tear down this street like it's a hot rod roadway. We had a friend who was killed crossing the intersection at Grand / Otis.
24. Speed limit needs to be reduced and flashing lights installed at the major crosswalks.
25. Thank you for addressing this for the safety of our children + community.
26. Safety for bicyclists, particularly children/students.
27. Biking is ALWAYS safer if cars are not present. Please route bicyclists on streets separate from those used by the vast majority of cars, as much as possible.
28. It's not too easy to cross the street. Crosswalks are far from each other and the street is wide. If we could add crosswalks, that would be great.
29. There is no safe place to cross Otis Drive except at Willow or Grand Avenue. Crossing Willow Street heading north is completely unsafe on a bicycle because it's such a busy intersection, the street is fairly narrow, cars are going really fast, and many cars are turning.
30. Otis is basically a 4-lane freeway. Very unsafe for bikes, pedestrians, & children. We would like for it to become more like Shoreline, Fernside, Broadway, Grand, or Central.
31. Easier left turns from bike lane on right side of Otis Drive onto Willow. Crossing congested traffic lanes is annoying and at times frightening.
32. Blinking pedestrian lights needed as cars like to speed
33. Dedicated bike lanes clearly marked.
34. To have a designated lane for bicycles.
35. A dedicated left turn lane on Grand turning on to Otis with a dedicated left turn light. The street lighting and visibility (even in the day time) makes it difficult for cars to see people crossing the street and there have been accidents and several near accidents that have occurred just at that one section.
36. The road width should be reduced., room for protected bike lanes and a pedestrian island would be good so that you can cross one direction at a time. This is well documented in any standard pedestrian design manual. See NY DOT and AASHTO bike lane manual for details.
37. Otis @ Grand, turn on walk sign if the button is pushed seconds after the green light starts (like what happens at Central @ Grand.) Hate having to wait thru the cycle and often don't. I don't think kids do either.
38. Please add additional safety features for pedestrians. Alameda's walkability is a public health issue. Please take particular care for safety around schools and parks. We love Alameda and find it unique because it is a safe place for our children to explore on foot. The City can build more housing, and still remain safe for pedestrians. We need to keep investing in and supporting alternatives to cars, not raise speed limits.
39. The corner of Rittler Park is especially dangerous to folks crossing or riding bikes, because there is not a protected bike lane on Otis, and there is a high density of sports pickups / dropoffs / participants. Grand has a bike lane from/to Shoreline, but the volume of cars and pedestrians using Rittler makes it hard to safely use that bike lane. There are not enough bike racks on the sidewalks near Rittler - I end up locking to a fence post. Cars are

not careful of bikes (have been turned-into or honked at) as bikes use Otis to cross Grand, and there needs to be a bike sensor for every direction of the Otis/Grand traffic light. Traffic calming (speed reduction) can help, as can repainting / reflectors for lane guides. It's been awhile, but the Willow / Otis traffic light didn't respond to bike pressure/sensing the last time I was North-bound. Leaving Rittler North-bound on Grand, the street quality is poor, and the bike lane painting hard to see. Please improve. Thanks for reading.

40. Alameda is incredible for "alternate" transportation, it's one of most important reasons we live here. I have high hopes that Alameda will continue to make all parts of the island accessible to all ages of bikers, by expanding protected bike lanes.
41. We are seeing more and more use of bikes, scooters, lime bikes, etc.
42. Protected bike lane!
43. I fully support protected bike lanes.
44. I'd like to see a dedicated bike lane from 8th and Central and all the way down Otis. It's dangerous riding on this street.
45. One of the reasons we are moving to another part of the island is because the safety of this rode for my children to cross or ride.
46. Streets this wide should have protected bike lanes and more frequent light assisted pedestrian crossings.
47. I believe this would be a good street for bicycle lanes.
48. Blinking pedestrian lights needed as cars like to speed
49. I would like to see crosswalks extend across Otis Dr in addition to the ones already positioned at Grand and Park.
50. Regarding obstacles to overcome: there is still a perception that the reconfiguration of Shore Line (added bike track, lane changes, etc.) resulted in major issues for drivers taking that route. I drive a car, in addition to walking and biking, and I don't find it problematic. I would welcome similar changes on Otis, plus added greenscaping to encourage multiuse. But planning will need to address the "we drivers are going to be inconvenienced!" chorus that always accompanies these kinds of changes.
51. Bike safety 100%
52. This stretch is a straightaway where drivers feel compelled to speed to the next light at Westline. This is a major divider of the neighborhood. There is ample space for a cycle track and other traffic mitigation measures. The fact that the intersection of Otis and Grand contains a school and park should demand safer streets for this section
53. Safety for bikers is #1! I will figure out a way to slow down, and get to work, that doesn't endanger bikers or pedestrians.
54. Speeding and disregard (or disdain) by drivers for cyclists' right to travel on Otis are the main concerns I notice while riding my bike on Otis. Lack of adequate ped crossing time when crossing Otis at Willow (or Willow at Otis) is also clearly a problem. I observe similar ped safety issues at Otis and South Shore Drive crosswalk (across Otis) as well as throughout SSC at the internal intersections and around parking lots when crossing streets like South Shore Centre Drive.

55. Also crossing Otis to get to the Larchmont bus stop from Rosewood is very dangerous. There is not a crosswalk in half a mile each direction, only at Grand and Westline.
56. There are zero marked crosswalks between Westline and Grand. Seems to me that if each of the seven cross streets had marked crosswalks (no stop signs needed), speeding traffic would be abated and it would be easier to cross Otis.
57. I would like to see a holistic approach to this that focuses on making that street bike-friendly, but also finds other ways that would decrease the need for that corridor. Understand why people are driving at what times.
58. Please fix the huge cracks in our sidewalks if you want to improve our safety.
59. The intersections are very dangerous and have a very long pedestrian delay.
60. Think like Europeans do in their multi-model wide Avenue design + utilization. Go to almost any [European] country and it's obvious they really understand the concept of pedestrian's walking safely, sharing parallel lanes with bicyclists, while maintaining reasonable and safe separation from vehicular traffic.
61. Would like to see protected bike lane and reduction of street width
62. On my way back from South Shore to Willow, I always ride on the sidewalk for a while. Crossing Otis without a light would be a crazy undertaking on my bike. Finding a safe way to get me off the sidewalk would be great.
63. Other than getting from Willow to South Shore, and Willow to Willow, I never bike on Otis. It's way too scary!! I'm glad you are considering ways to fix it. Thank you!
64. Bicycle connector onto Willow?
65. Bike lanes on both sides
66. Add bike lanes!
67. Currently, there are no crosswalks between Grand/Westline
68. If biking on Otis were safer, I would do it more to get across earth island. We need safe protected bike lanes and slower cars.
69. Otis needs a road diet and complete streets redesign. It's really horrible for anyone not in a car. If we're serious about our transportation goals (getting people out of cars), then we need to give them other viable options. Otis is horrible from an active transportation standpoint. It has to be one of the fastest roads in Alameda in terms of actual speed, not posted speed. Can we also build in some traffic circles or speed humps to slow down cars. There are known, and proven engineering solutions to all of its problems. Please implement something!
70. Just add multiple stop signs along the route and people will be forced to slow down and also give more opportunities for pedestrians to cross safely. Also, a designated bike lane like Santa Clara would be perfect. (No need for a four lane road anywhere if you actually want it to be 25mph)
71. Cars needs to slow down. While I'm driving in a car at 25-28 mph people are flying by me. This makes me a bit scared to actually ride my bike on this road due to no bike lanes and people driving fast. Please put bike lanes on more roads!

72. People need to slow down and chill out on this road. I have been aggressively honked at on this road while I was in the left lane preparing to make a left turn. This is while I was on my bicycle. Such aggression is not safe. Please slow down the traffic and make it safer for bicycles, pedestrians, and so on. A calmer environment will make it a more pleasant neighborhood anyway, even for non-bicyclists. Who is crying out for faster traffic, more noise, more aggression? Nobody, right? Save the fast driving for the interstate, not Alameda.
73. The city should be developing an 8 to 80 design that provides safe access to all road users. A typical parent should feel comfortable sending their 11-year-old to visit a friend on Otis on foot or bike without fear for their safety.
74. Separated bike lanes! More crosswalks, safer crosswalks.
75. I'd like to see a street that is safe for children and seniors to bicycle on and walk on. There MUST be protected left turn phases coming off of Grand. The intersection design, or lack thereof, constantly puts pedestrians crossing too-wide Otis with the signal at risk. How many more Sam Sauses will it take before we design safe streets?
76. Otis desperately needs a road diet! It should be 2 travel lanes as narrow as allowable (11'?) plus a turn lane, and it should have protected bike lanes. This is a major route for schools and parks, and kids/families should be able to safely bike here. This is a major cross town route, and it should be safe for ALL modes of transportation.
77. Make it safer to bike. Connect to the wonderful and emerging options for safe bike travel - like the flows from east to west and north to south - connect these better to encourage bike use. It makes little sense to bike with my family if part of the trip is on dangerous streets with limited bike priority.
78. Just make sure cycling for adults and kids, but particularly kids, is made safer. My children both fear riding to school in Alameda, due to cars and reckless drivers. We need kids on bikes!
79. Mainly the speed that people feel they can go because it is so wide. It feels unsafe for the bikers/walkers. Somehow to maybe push people to not drive as fast is ideal.
80. Add crosswalk warning lights at key intersections. Provides safety for pedestrians.
81. Pedestrian and bicyclist safety around Southshore, and around Otis/Grand intersection. There have been accidents, and too many close calls.
82. The intersection of Grand and Otis is Treacherous! Make this a round-about and give bikes and peds priority we recently traveled to NZ and the Netherlands and we were amazed how well they worked
83. As a resident who lives on Otis, I have seen a number of unsafe behaviors from speeding cars, people (even children) crossing the 4 lanes of traffic not at a crosswalk, cars running red light at Grand, people biking on the sidewalk since it is not safe to bike on the street and people running across Otis to catch a bus. I would love to see the lanes cut down to one lane each way, an added bike lane, crosswalks with safety lights, red light camera on Grand Street and stop signs or speed bumps. Thank you for addressing this issue and making Otis safer for all Alameda residents.

84. It appears from the other responses that there are issues for pedestrians, bicyclists and residents of that area. IF those three groups are insistent on the sort of changes you are outlining, I'd support that for their benefit. I don't often ride a bike but I'm a proponent of making biking safer and more attractive here. With a relatively flat terrain, we are perfect to become more of a biking city. However, under the law of unintended consequences, pretending that Otis Drive is not a large, needed artery for all of Alameda is foolish. Control the speed, catch red light and stop sign runners, make crosswalks more visible even add some bike lanes. But, if you render it useless as a cross town artery with some of the suggestions posted (which, if I lived there, I might wish for, admittedly) what will be the effects on Central/Encinal, Lincoln, Buena Vista, Shoreline? bumper to bumper, stop and go traffic? I don't know because I'm not a traffic engineer, but I know it is possible to learn this and should be budgeted.
85. But I also would like to ride my bike to South Shore Shopping Center more often, but it's a little difficult on a bike to get to the shopping area. I also want the intersection of Grand and Otis to be very safe due to the local schools there.
86. The main problem I see with traffic on Otis between Willow and Westline is the speeding and the blatant disregard for peoples lives when they are crossing the street!
87. I live near the intersection of Otis and Grand Streets. There have been many accidents at the intersection over the years. Parents dropping off students at Wood School create traffic congestion while kids are walking to and from school. The Intersection is really wide and it seems like a good place for a round-about.
88. Protected bike lanes are needed
89. I do ride my bike sometimes on the road. I sometimes go on the sidewalk, sometimes I just take a different street to ride on. I do drive the car on that road multiple times a week and would like to keep it as it is. When I do ride the bike there are other alternative routes.
90. There is no safe biking option on Otis. I always go to Shoreline which is out of my way but is a prettier ride so probably worth the detour. People drive way too fast and the street is hideous. Consider more trees and/or greenery to help break up the concrete and slow people down.
91. There needs to be a bike lane or slow cars enough for cyclists to use the road.
92. On the west side of Willow, one could put in a bicycle lane and reduce cars to one lane each way without causing much congestion.
93. Allowing the parking lot behind Lum to always be open at least during the day (it is often/always chained close?) for those who want to use Rittler Field
94. The intersection at Grand and Otis is very unsafe for pedestrians and cyclists, in particular the hundreds of children who use it every school day going to and from Wood School. The pedestrian signal does not automatically change when the lights change; the button has to be pressed. This is really dangerous for people crossing, and seems to prioritize vehicles over pedestrians - why is that?

Traffic Light Timing

1. Please oh please TIME THE TRAFFIC LIGHTS at Otis and Willow!!!! People turning left from Willow must wait way too long even if no other cars are apparent in either direction - monitor electronically! Sometimes I drive to Grand instead of enduring the long wait and then I double back to Clinton and Laurel....it's almost as quick and much more scenic.
2. The timing on the lights at Otis and Willow need to be fixed and maybe we could do without the right turn only lane at Otis and Broadway?! Backs up traffic on Otis all the way to Fernside some days , also speeding has gotten out of hand even before Grand ave
3. Traffic lights at Willow are very long, and continuing from South Shore towards Grand Street is affected. People go faster because they had to wait so long at the light.
4. The traffic lights at Willow and Otis needs to be looked at because it aggravates drivers to stop at three lights within the span of one block and this causes them to try and beat the lights and to speed once they are through maybe sensors would help on the traffic lights so cars aren't sitting there at a red light when there is no cross traffic. I've seen many bizarre things take place on this street. Then you have the problem of traffic searching for an alternate route to avoid the traffic lights and stop signs so they go speeding down Clinton ave. to avoid driving on Ottis. There is not one stop sign between Park street and Willow on Clinton Ave. but when you cross over Willow there is one on every corner! Why is that?
5. I would like to explore ways to keep the westbound traffic in two lanes (at least during rush hours) or perhaps timed lights that allow more traffic through that are heading westbound.
6. Time the lights so that a car driver going speed of 25 would make all the lights.
7. Traffic lights
8. The wait for the southbound light at Willow and Otis is too long! Cars queue up for several minutes in order to turn left (eastward) on to Otis from Willow.
9. Time lights so drivers obeying the speed limit don't need to stop - - only slow down.
10. I would like the lights at Willow to Park to be better timed to prevent traffic jams.
11. The lights on Otis and Willow are poorly timed
12. I think it is important for Otis to be an easy thoroughfare for cars, because there are no other roads on that side of the island that go through for people getting to South Shore Shopping Center or to Bay Farm Island, or just traveling from one part of the island to another. So I'd consider increasing the speed limit to 30 and allowing better traffic flow through timed lights.
13. Slow traffic and use light sequencing to move the traffic more efficiently on Otis. Use this travel corridor's efficient flow as a priority for the light sequencing.
14. I use Shoreline during the day to cross Alameda while only Otis after 9pm otherwise use Santa Clara to cross town. Too many lights between Broadway and Grand.

15. Time the traffic lights so people doing the speed limit get all greens (it used to be like this) instead of rewarding the speeders AND avoid people sitting at a traffic light when there is no other traffic coming
16. Live West End, often cross town to go to South Shore or Costco. Eastbound, I usually avoid Otis and take Shoreline instead, because the traffic lights on Otis are timed poorly, especially at South Shore, and it feels faster to deal with the stop signs on Shoreline than the lights on Otis. Westbound, same, except from Costco I will often use Encinal as my alternate route instead of Otis, because of the additional problem of the bottleneck at 8th and Central.
17. Pedestrians have to wait sooooo long to cross Otis at Willow, on the side where Willow continues down towards Shoreline. When biking with my kids along Willow, I have the choice of going up on the sidewalk on Otis and waiting forever for the pedestrian signal; or staying in the roadway on Otis, and waiting in the left turn lane while cars whiz by on either side of us. Can that light be reprogrammed to be more responsive to pedestrians?

Traffic Speeds

1. The speed limit should be 30mph on a road like this.
2. 25 mph is too slow for this wide, four-lane street.
3. RAISE the speed limit on Otis- just Otis
4. REPAVE THE STREET, MARK THE STREET WELL WITH STRIPING, AND PUT UP SPEED LIMIT RADAR SIGNS THAT TELL THE DRIVER THEIR SPEED.
5. If speed increased to 30-35 drivers would've traveling at 40-45. It is currently 30-35 for the 25mph limit!
6. The width of the lanes makes it feel like a highway.
7. Try making a left hand turn onto Otis!!! Non stop traffic. Speeding car after speeding car. With next to nothing to slow people down.
8. Speed bumps please. Cars need to slow down! Bike lane if possible without reducing lanes.
9. No one drives the speed limit, even with increased policing.
10. People drive way too fast on this street.
11. Raise the speed limit to 35. That's all.
12. Increase the speed limit on Otis, but have flashing crosswalks for the schools
13. Maintaining a speed of 25 MPH is a distraction for drivers because you have to shift significant focus to how fast you are driving. Many drivers speed on Otis too. 25 mph on a 4 lane road is counter intuitive. Keep school area safe but increase speed to 35 or 40 and have Alameda PD write more tickets.
14. No one seems to obey the speed limit
15. The speed and traffic intensity makes it hard to enter and exit driveway to park.

16. We live at 2225 Otis drive. The speed of cars through this area has increased over the years. I would love to see a light placed by the main entrance to south shore with a cross walk. This should help with speed and traffic.
17. It is already stated above, but the traffic speeds are quite excessive. I'm sure this comes from the fact that the street is so wide and looks like it should have a 35-45 MPH speed limit. It needs traffic calming installations. I have worked on the corner of Willow and Otis for over 30 years and have observed a very large number of cars going well over the posted speed limit.
18. I do understand that Otis drive is a major transit route thru the city and it is needed but the SPEED is getting out of hand with people doing up to 40 mph on a daily basis. A bike lane would be nice but it would not solve the speed and traffic issue.
19. I would recommend roundabouts or chicanes or speed bumps in regards to speed
20. Vehicles travel way too fast! I run along this street frequently and cross it to get to Crown Beach; there's no reason for it to be so wide. Narrowing and traffic calming would go a long way, even if the configuration (2 lanes each direction) doesn't change.
21. I believe 25mph is too low a speed limit for this section of the road.
22. The lanes on Otis are very wide for a 25 mph speed limit street, and as a result drivers feel more comfortable driving at a higher speed. If the lanes were more narrow drivers would naturally slow down. I understand there are limits because of the AC transit buses, and fire trucks, but currently Otis is much wider than the minimum requirements. The street is very wide and cars rarely stop for pedestrian traffic that is crossing the street.
23. Some drivers use excessive speed at night, when there is no police monitoring and endanger other drivers, pedestrians and bicyclists.
24. People drive way too fast!
25. Given the speed limit of 25, there are still drivers who definitely speed through Otis.
26. Put speed bumps
27. I avoid Otis whenever possible and do not bike on it due to speeding and reckless vehicles.
28. I think the street is fine but people drive way too fast down Otis. Do not make it all stupid like Shoreline, that's terrible now!!!
29. I chose speed as my top priority and actually think the speed limit should be raised to fit the flow of traffic EXCEPT around the school at Grand.
30. Uber/Lyft drivers speeding in general in Alameda (on Otis and other main cross island streets, ie-Central, Encinal)
31. I tend to avoid Otis due to the number of inconsiderate drivers who speed down that street.
32. The constant weaving of drivers trying to go faster than the posted speed and not using their blinkers. I have had some close calls.
33. Excessive speeds, ignoring crosswalks, running stop signs
34. This roadway was built in the 1950's with a poor design. It fully encourages speeding. How could it not.
35. It needs to be narrowed and tamed.

36. I hate the speeding that occurs DAILY! I get tailgated even if I'm over the limit by 5 miles.
37. Slow traffic.
38. Speeding all over the island is a problem, particularly on the big, wide roads like Otis. The radar speedometers have some effect, however not too much. I think speeding is a symptom of traffic, folks get frustrated, and Uber/Lyfts when folks don't know the speed limit. Could I suggest more signage all over the island?
39. Cars go too fast: I get tailgated at 30!
40. I'd like the speed limit to increase to 35 some how.
41. A 25 MPH speed limit seems unreasonable on this broad four-lane road. It should be higher.
42. Drivers speed along Otis Drive, speeds need to be reduced. It would be nice if Otis Drive had a center turn lane throughout or a landscaped median. Right now Otis Drive feels like a speedway for cars.
43. Add speed bumps to Otis Drive to slow people down.
44. 4 lanes of traffic are not necessary for the Grand-to-Westline section - it invites speeding and the traffic volume is not high on that part.
45. In my mind, speeding is the biggest issue.
46. It's a main artery so traffic needs to flow but at controlled speeds.
47. I would like for traffic to be slowed without creating a difficult to navigate road like Shoreline. I feel the lanes are quite narrow on Shoreline now, and I avoid taking it.
48. Traffic speeds go 40 mph too, I have seen some 50's
49. The speeding on Otis is completely out of control.
50. I use Otis almost every day to either get to Shoreline shopping, Corica park or the airport to commute. The ONLY problem I see is speed violation. It is wide. It is safe, Parked cars do not inhibit flow. Cyclists now have Shoreline. Whether one likes it or not, cars need an uncluttered route from the west end that does not have cars sitting stationary, idling and polluting, nor stressing whether someone will open a car door in a road narrowed by bike lanes. I can't ride a bike to the airport with my baggage and I can't gamble on using a frequently clogged tunnel and 880. Please do not ruin the flow on Otis. Simply enforce the SPEEDING. Thank you.
51. My only concern is that people drive way too fast on that street and they aren't going to slow down until the police has a presence there every day.
52. Make it 1 lane each direction and a left turn lane with bike lanes on each side, then put in stop signs. That should slow people down. People use Otis as a freeway.

Miscellaneous – Projects beyond the scope of this Otis Drive Safety Improvement Project

1. Otis is more of a mess between high and park st. I avoid as much as possible b/c traffic is terrible going west on the weekends where 2 lanes merge to 1
2. It's very dangerous trying to make a left into South Shore Center. And people coming out of Walgreens making a right onto Otis always pull it too far and almost get hit.
3. The Alameda Tidal Canal is an unsung feature of the island. If doing some design work on Otis (landscaping, a center corridor, etc), it would be nice to highlight the water that runs parallel to Otis.
4. The problem is the intersection of Otis & Park, which is frequently congested, and where the traffic lights take a really long time. There should be a protected right turn arrow from Park onto Otis drive while the Otis traffic is has their left turn arrow from Otis onto Park. Ever since the No Right Turn on Red signs were installed, we have to sit on Park for a really long time waiting. There's no reason there can't be a right turn arrow, since pedestrians can't cross during Otis Drive's left turn arrow anyway. It would really help move traffic along.
5. The section of street between Mound and Broadway is always really backed up because of the right turn only lane. It would be nice to have a connection from Otis to the bike lane on Shoreline but the street already is crowded and adding a bike lane as big as the one on Shoreline would overcrowd the street. I don't think it is necessary to put in more lights on the stretch but a few more crosswalks would be nice.
6. I live on Central near upper Washington. Central is the one that needs to be monitored. Cars fly up and down Central between Washington Park and the split with Encinal. They speed constantly, my kids and I can barely use the cross walk by our house without getting run down. It's getting worse.
7. The speeding on Otis and San Jose Avenue by St. Joe's is horrendous. My children almost get hit on a daily basis. Motorists don't care if you are trying to cross the street, they speed and never stop. I never see anyone getting a speeding ticket but I know one day a child is going to be run down and maybe then someone will do something about it.
8. Better management of Westline traffic.
9. Otis Drive is fine to drive down, but the traffic on 8th street is terrible during commute hours.
10. Heavy congestion on Otis heading westbound around 5PM weekdays between Broadway and Park, where westbound lanes become one lane only (right lane is right-turn only). Before Broadway, cars are normally lined up three or four blocks back in left lane and no one is really using the right lane other than to cut off traffic in the left lane.
11. Streets like Versailles are used as fast short cuts when there is traffic and it's dangerous crossing the streets that intersect Otis since people are speeding and cutting in front of traffic to turn.
12. Traffic I ridiculous on Otis from Broadway to Willow. Willow to Westline is not that bad. Regarding bicycling, use Shoreline. There is no need to mess with Otis. It would be money

well spent to figure out a way to more effectively move traffic from Broadway past South Shore.

13. Thanks. No, but I'm still having a problem at Otis and Park--nearly get mowed down every week or two in front of insurance company on the corner by drivers illegally turning right on red. It's better than before.
14. I see as the largest problem and greatest reward from finding a way to redirect Bay Farm Island traffic away from the main island. When HBI was proposed, we were promised a 4 lane connection between Harbor Bay Parkway and the 66th ave. overpass. Seems like the cloverleaf was built, but no connection ever went beyond the developers assurances. Consider pushing for that! Would be huge to accomplish, but would ease bridge/tunnel congestion.
15. I think the best way to help traffic both on Otis and Shoreline between Willow and Westline would be to make them both one way. Shoreline should run from East to West as there's no left turns. Otis run from West to East as there's very few right turns
16. The lanes heading toward Shoreline where Park crosses Otis are problematic. One's instinct, if you know you're going to cross Otis and then turn right into the shopping center, is to be in the right lane, but the right lane is right-turn only, even though once you cross Otis, Park is again two lanes. The right lane seems like it ought to be a straight and right-turn lane.
17. It would be really great if the street lights were covered in a way that points the light toward the street, parking lot, or sidewalk. Right now the current lights by South Shore are very bright and shine directly into all the apartment windows.
18. The subject street traffic should be re-evaluated between the Bay Farm Bridge, Broadway and through the shoreline shopping boundaries. It needs some attention - specifically during the rush hours.
19. I live off of Otis drive near Broadway and there needs to be better traffic signals and dedicated turn lane. Do not take lanes away for bicycles
20. Why is this study limited to just that defined portion of Otis Drive? I live on Otis in the east end and cannot even pull my car out of the driveway in the morning and at night because it is a parking lot. Drivers won't let me even access my house. The number of cars speeding by at night with loud music playing has also become difficult for my children trying to sleep. We don't feel safe walking to school and crossing the Otis Broadway intersection because of the number of cars
21. Congestion on Otis coming from Bay Farm towards Park Street needs to be addressed. Needs a second lane to go straight along with the Left Turn Lane and the Right Turn Lane.
22. I don't think Otis Drive on the west side of Willow is a problem. The other side of Willow it's very congested.
23. Litter maintenance. Homelessness services provided. More security around South Shore Shopping Center and Beaches.
24. The light leaving SS Center and turning left works great to empty the exit lane quickly so I know it's possible to correct at the Willow intersection.

25. I avoid the intersection of Park and Otis when driving, because the lanes are confusing and there is a lot of congestion. I am fine with it when walking. If I am biking I use the access from the dead end street that goes to the little path near the intersection.
26. People turning into Southshore from Otis sometimes are not fully in the center turn lane and this blocks through traffic. Also there are many driveways to turn into Southshore (wells Fargo, palm tree drive, and Bank of America) and this causes congestion in the center turn lane
27. Crossing Otis Drive at High St./Bayview Drive: One sign, "turning traffic yield to pedestrians" has been placed but only noticeable for R turners from High to Otis. Need sign on SE corner that L turners from High St will see and NE corner that R turners from Bayview will see. Countdown clocks for peds and bikes in all directions would help as well.
28. Crossing Otis on a bike on Park St. is challenging.
29. The homeless asking for money
30. The ped signal at Park and Otis takes so long and if you miss your cycle because of the beg button the wait is long.
31. Traffic light on Otis and Versailles PLEASE!
32. Would like project to also address Otis east of Park St to Fernside. People are always speeding through there, even with a park/school at High/Mound.
33. The morning and afternoon drop-off and pick-up at Wood School needs Police support. The speeds of the parents who use Grand and Otis are way to high. Control is needed as far back as Dayton Avenue. The APD presence is almost non-existent in this area, thus it's the wild, wild west on Otis. Don't screw around with bike lanes and other items, just have ARP hang out there when needed and periodically. Bike riders are the worst at obeying the traffic laws, so let's not attend to them until they get their collective act together.
34. Too much low density housing along Otis. A street with that kind of traffic capacity should have more multi-family housing along/near it.
35. A left turn arrow for traffic turning from Broadway to Otis.
36. Willow and Walnut between Lincoln and Otis are super dangerous. They are much too narrow for two-way driving and parking on one side. Both Bayside Montessori and the AHS campus are affected. These streets should be made one way only, in alternate directions. San Francisco does this effectively on many streets.
37. I would rather see the stretch of Otis Drive between High St. and Park St. addressed.
38. Access to Otis is terrible from the west side of the island. The road up to Otis from Constitution needs another lane desperately. Take away the easements of the properties along that road and widen the road. It's a terrible choke point with people turning. Then, at Otis, reduce it to a single lane each way with a middle turn lane and a dedicated GUARDED bike lines.