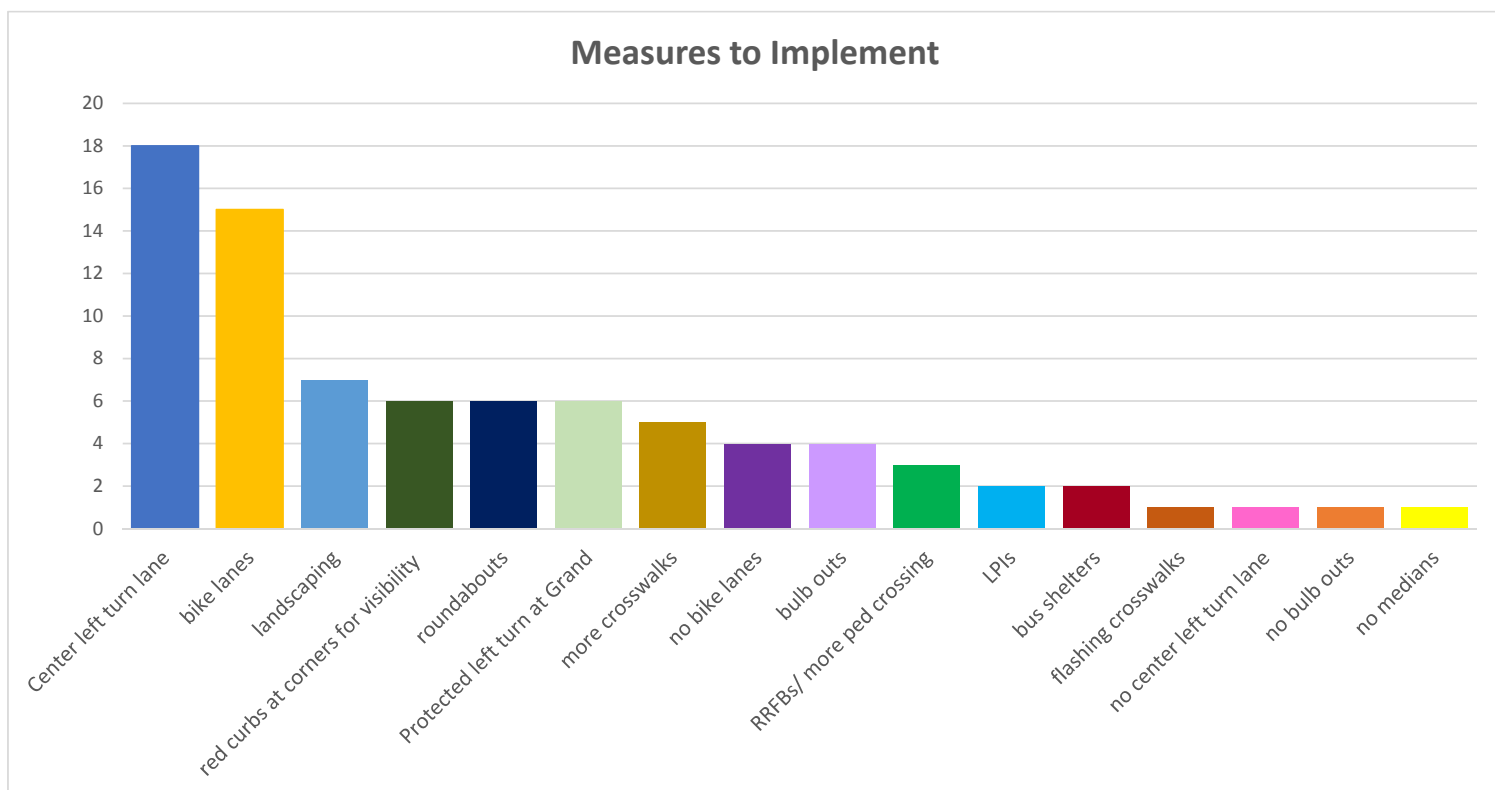
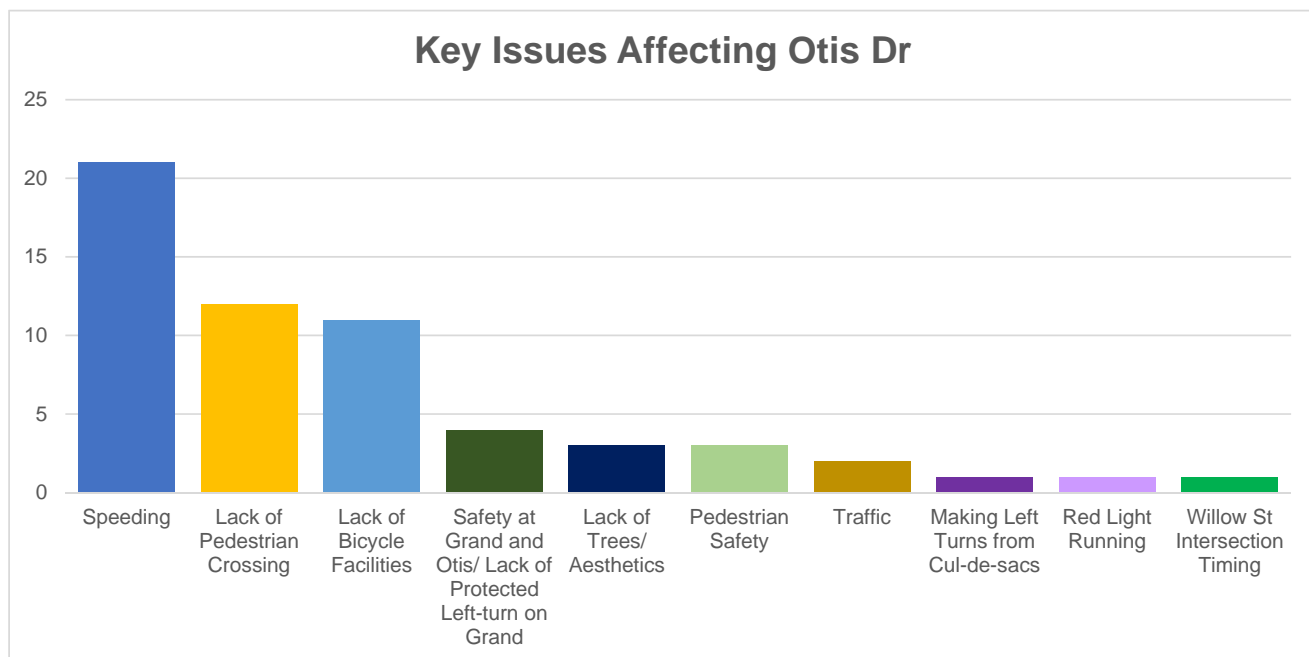


Summary of Comment Card Responses Received at Workshop #1 - January 31, 2019



Otis Drive Workshop #1 Comments - January 31, 2019 - Comment Cards

#	Comment 1 - Issues	Comment 2 - Location of Issues	Comment 3 - Improvement Ideas	Name
1	Grand Street, Protected Left turns = better pedestrians, bulb-outs- too long to cross out present, speeding, bulbouts	crosswalk at westline, crossing Otis, bulb outs, possible center median refuge island, RRFB's, also consider roundabout at Grand and Otis	one lane, protected bike lane, center left turn lane, protected left turn pockets, bulb outs at crossing, new street tree planting	Adrian Merry
2	Speeding, lack of crosswalks for pedestrians to cross safely, timing of traffic light, making left turns from cul de sacs can be difficult		crosswalks, red curbs for better visibility, 3-lane road with continuous left turn lane. Bulb outs at Larchmont and at Westline.	Daniel Levy
3	speeding, left turn on Otis and Grand, lighted markers needed in crosswalk. There for night use. Important do not use current traffic volumes on Otis use expected volumes after base and other future housing developments as a guide to selecting solutions, particularly center lane option.	Grand to Shoreline	stop the speeding - traffic lights.	Harv Wilson
4	Speeding	Larchmont and at all bus stops, add crosswalks w/flashers	red zones at al intersection to improve visibility, left turn arrow and lane at Grand. I love roundabouts	
5	propose blinking yellow lines for pedestrian crossing Otis Dr on corners w/ bus stops only. No third lane for left turn. Will make impossible for residents to get out of their garages. Hundreds of cars pulling out every day.	Do not mess up Otis Drive like you did Shoreline Drive. You did not consider width of public/ fed ex buses and trucks stopped (blocking lanes) to deliver		Rolland Basora
6	Safety- crossing @ grand and Otis. Left turn arrows in both directions would help. Mre bike lanes, green bike lanes like on Embarcadero in SF.	Grand/Otis also turning onto Otis from smaller streets like Willow is hard w/out light because side streets are narrow and speeds on Otis too fast	Protected bike lanes, green paint, let turn arrows for cars, red paint at intersections to expand visibility.	
7	Safety. Little league field, wood school, beach all attract kids around Grand and Otis. Provide more biking/waling safe solutions so people drive less.	Grand/Otis and whole corridor to accommodate seniors in apt area.	3 lane road, bike lanes - protected. Red paint at intersections to increase visibility.	Bonnie Wehman
8	Speeding, pedestrian safety, bike safety	Westline to Otis lack of crossing and bike facilities. Too wide encourages speeding.	Reduce from 4 to 3 lanes, w/ crosswalks and bike lanes	
9	Speeding, lack of tree cover, long crossing distance, lack of bike lanes	whole corridor	the 4 to 3 road diet is a great idea - with painted bulb-outs, bike lanes, etc. maybe bus stop consolidation.	Susie Hufstader
10	1. Pedestrian safety (lack of), 2. speeding, 3. lack of safe (any) bike facilities, 4. Aesthetics	Entire corridor	fewer travel lanes, shorter ped crossing, safe bike lanes (protected where possible), chicanes, in street landscaping, bulb-outs	Brian McGuine
11		not enough places to cross safely b/w grand and Westline, Otis is driven like it is a freeway, not safe to bike on Otis	3 lanes w/buffered bicycle lanes painted pedestrian bulb outs more visibility at each intersection (painting red curbs) high visibility crosswalks	
12	speeding, difficult pedestrian crossing	whole corridor	reduce to 3 lanes- with dedicated turn lanes, bike lanes, crosswalks with center island and flashing when dark.	
13	speeding, scary for bicycling, no pedestrian crossings	2 lanes plus turn lane plus bike lanes, more c crosswalks. Improved crosswalks at major intersections. Improved tree scape in curb side planting guides and subsidies for homeowners.		
14	Safety and speed, have folks consider more lighting at crosswalks, or raising public awareness to wear reflective clothing at night.	Really like roundabouts	FYI: MY wife and I really appreciate the cities approach and really appreciate David's presentation.	Don and Shobha Miller
15	Speeding, ugly, long wait at willow St. traffic light	speeding and lack of trees us a problem the entire length of Otis. Grand st intersection is particularly dangerous	Convert 4 lanes to one lane in each direction with center left turn lane with tree lined median instead of turn lane where there aren't driveways or intersections. Replace all traffic lights with roundabouts. Don't add bike lanes, just sharrow on traffic lanes at regular intervals	Zach Kaplan

#	Comment 1 - Issues	Comment 2 - Location of Issues	Comment 3 - Improvement Ideas	Name
16	excessive width, 4 travel lanes too many for traffic volumes, invites speeding and excessive passing. Wide intersection invite high speed left turns/right turns that conflict with pedestrians and bicyclists. Lanes too wide prompting higher speeds than 25 mph posted speeds.	Otis/Grand excessively wide all approaches, prompting higher speeds conflicting turns. Red light running observed getting off W bus	Otis/Grand lead pedestrian interval to make walkers more visible in intersection. But need to accommodate W bus turns from Grand and Otis. Bus shelter for W inbound (on Otis WB far side of intersection)	
17	traffic congestion and speed. No/limited visibility to turn onto Otis from street when parked cars on Otis park at corners	more x-walks with lights, street corners and parked cars, make 3-lane street, dedicated bike lane, more trees, roundabouts	red curbs on corners, more traffic controls for speeders, protected bike lanes, plant trees. It doesn't represent/ look like the rest of Alameda.	Carrie Ericson
18	find ways to slow traffic down. Find ways for safer crosswalks	We are lucky to have a 4 way wide street which will be needed as Alameda population grows. Don't take it away from us.	No medians, no bulb outs, wasted space, No rain gardens. I don't want to see anything like what was done at shoreline. Shame on all who made those decisions. In a few years its going to be as hard to get out of my driveway as it is on the 8th by Washington Park. I have lived here at Otis since 1984 no complains. We raised 4 children here at Otis.	Carmen Diaz
19	Traffic! Traffic! The previous traffic on shoreline moved to Otis after Shoreline was changed.		Keep the traffic moving on Otis. Bicycles slow the on-going traffic to a slow paces/ Added bikes create hazards for all moving on Otis.	R. Reeves
20	not enough safe crossings for pedestrian traffic way too fast at least 50 mph in the worst case, also speeding is eggreous and dangerous on Westline from the Shoreline Drive to Central.	Whole section bt Westline and Grand has zero crosswalks! Speeding especially in this same section.	traffic calming- I don't believe simply going from 4 to 2 lanes will do it, bumps or flashing crosswalks thoughtfully placed 2- 3 between Westline and grand. Please keep curb side parking on Otis, not like shoreline bike lane please! Think about increase in traffic demand on this street that will come with development before changing this street that much.	Vali Ebert
21	speeding, unpleasant to walk, not safe to bike	Grand and Otis is a terrible spot. The section near the park is too exposed, needs trees, bus stop should move. N good was to bike from park to Otis.	change to 3 lanes, add bike lanes, create a canopy (calfire people, urban forestry growth) add crosswalks.	Gaylon Parsons
22	speed, safety crossing streets	Larchmont Isle add x walks for wheel chair, Westline drive additional x walk on Otis and Westline (missing north crosswalk)	3 lanes - concern about people using middle lane to speed. Bike lanes both sides. Red curbs, all bus xwalks and benches with shelters.	
23	Overall speed on Otis, lack of crosswalks, no bike lanes	Grand and Otis is a nightmare. Marked left straight and right turn signals needed.	Protected turn lanes on Grand/Otis. Bike lanes	Jolene Wright
24	1. Crossing the street safely at Otis and Grand Street, 2. biking safety on Otis	1. Grand Street Intersection 2. Along whole corridor	1 Protected turn lanes = protected pedestrians 2 bike lanes	
25	too fast - too many lanes giving the impulse to pass and left turns - out of Isles and especially at feeder roads i.e.. Sandcreek Way light for left at Grand	there needs to be more crosswalks - lighted at Larchmont and Arlington and Pond. Curb bumps at Grand St all ways	3 lanes left turn center traffic lane bike lane marked parking spots and designated bus stops. Left turn at grand.	Laurel Hanson
26	consistent red light running at major lights and intersections	Grand and Otis "Lum" crosswalk if a school is returning		
27	Speeding, no bike lanes, not enough pedestrians crossing w/lights. Street hard to cross at lights.	Hard to cross between Grand and Westline, and between Willow and Grand St.	3 lanes instead of 4 (center lanes) More pedestrian crossing w/lights. Bike lanes. Possibly roundabouts	Ken Peterson
28	speed	between Grand and Willow	roundabouts, left turn lanes in 3-lane street, street trees and bump outs	Lynette Evans
29	speed, speed, speed, lights not coordinated - long wait to cross Otis	Willow/ lum elementary/ shopping center crosswalks	roundabouts, more vegetation, move bus stops, 3 lane street with bike lanes, Yeah!	Marry Jude Peterson

Otis Drive Comments Received by Email for Workshop #1 - January 31, 2019

Summary of Email Comments: Top three comments pertain to speeding, lack of pedestrian crossing facilities and lack of a bikeway.

#	Comments	Name
1	Also, when changes to Otis are being discussed, I think a letter should be sent out to all residents on Otis so they can comment and be at these meetings. Shoreline is dangerous now with the new bike lanes. Delivery trucks frequently double-park and cars have to go around them, especially at the blind curve that leads into Westline. I hope Otis does NOT become like Grand, unless police start ticketing bicyclists who go thru red lights, block intersections, pull out unsafely into traffic, make left turns from far right bicycle lane, etc. Bicyclists follow no rules. It would be interesting to know the number of police tickets that have been given to bicyclists over the past year for traffic violations.	Geri Kaman
2	There is a need for more 25 mile per hour speed limit signs on Otis Drive.	Peter Brand
3	My opinion is more police enforcement on Otis for speeders. NOT bike lanes.	Louis Krasnovsky
4	Here are my main concerns: Speeding; Loud traffic noise associated with speeding vehicles; Biking feels unsafe, seems like cars think it is a high speed road that bikes should not be on and will honk or speed by close to cyclist to scare them. Bike lanes would be a big improvement: safer and encourage more cycling.	Matt McBride
5	I am very interested in your project. Otis is a very big street and could be much better used. Only cars currently use this street safely. I am in a wheelchair, so crossing Otis is a nightmare for me even at a light; easily getting to the rest of Alameda isn't viable. The traffic whizzes by, often way over Alameda's gentle speed limit. Otis is so barren that vehicular traffic seems psychologically set to use it as a speedway. I would like to see motor traffic slowed so more people can safely use Otis. At the simplest, one could use cameras and set speeding tickets at a very high amount to dissuade speeding. Bike lanes should also be created, and I'd also like to see more pedestrian crossing places. Presently there are only 4 crosswalks between Park and Westline -- too far apart for a neighborhood. And I'd like to see more bus stops so we can easily get to more of Alameda and beyond. Ideally, I'd like to see a median strip with plants 1) to soften our environment, 2) to protect pedestrian movements across the street at more frequent places, and 3) even more important, to reduce the potential for flooding and sea level rise on our low lying island. I'm pleased to hear of your attention to this problem.	DJ Agnew
6	My husband suggest 1 lane each direct with small circles in the middle you have to slow down to go around, for speed control, and then a way bike lane on each side. We don't like speed bumps idea. Something like this at each lagoon Isle intersection	Jody Linick

#	Comments	Name
7	<p>I wanted to bring up 2 concerns before. 1. Red light running at Otis at Grand. 2. Proposed usage by AUSD for the old Lum School. If this is sold off to developers or converted to an extended Middle School, this should be part of future considerations for traffic and congestion.</p> <p>May I add. Looking at our map on the table, I realized that my street, Sandcreek Way, is the only shortcut along the entire Otis corridor. Meaning drivers trying to bypass the Willow/Otis intersection will cut thru using our street. I put a post-it pointing this out, but please don't let this get lost in the discussion. This street already gets speeders too.</p>	Annie Anderson
8	<p>When I walk on Otis sidewalks with the kids, I always fear that they will trip off the sidewalk into the street and will be reamed by a high-speed motor vehicle. Traffic calming is a must on this stretch! We will be huge advocates for this.</p>	Olivia Rebanal
9	<p>I have been trying to get a crosswalk on Otis Drive between Grand and Westline for at least 2 years without any success. I have been told by Mr Alan-Viet that there is not enough traffic to justify a crosswalk in that area. I sometimes get the impression that we must have fatalities before positive action may be taken. For your information there are 260 single family residences along this stretch of street, including Rosewood, that either reside on Otis or Rosewood that must proceed to Otis to get on public transportation. The distance from Westline to Grand is a bit in excess of a half mile. That being the case a resident who lives near the center must walk approximately one quarter of a mile to safely cross the street to get to a bus stop either going to or returning from a trip on public transportation. If that bus stop is across the street from where the individual is starting, that is a half mile to walk to get to a crosswalk and back to the bus stop. Can you envision pushing a stroller this distance juacross the street at more frequent places, and 3) even more important, to reduce the potential for flooding and sea level rise on our low lying island. I'm pleased to hear of your attention to this problem. . Traffic is backed up on Otis drive before Park Street continuing at times all the way to High Street. I believe that there are simple low cost fixes with marking intersections and reducing from two lanes to one in areas where there is already a o</p>	Allen Derr
10	<p>I would like to see a street tree inventory done of the existing street trees as well as all of the vacant street tree planting sites along the corridor. All of the vacant Street tree planting sites should have a street tree planted. Preferably a native or other drought tolerant species that would do well in the poor sandy 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 with limited or no irrigation. 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 sidewa across the street at more frequent places, and 3) even more important, to reduce the potential for flooding and sea level rise on our low lying island. I'm pleas</p>	(No Name Provided)

Comments**Name**

- 11 I cannot attend your workshop but would like to suggest a “no turn on red”, “yield to pedestrians” sign on the traffic signal on Otis and Westline Dr (signal to go into alameda ocean park parking lot) as most cars do not stop completely on red (more like moving yield). There were several instances where drivers turning right on Westline were not paying attention at all to pedestrians, and almost ran me over. Thank you for your attention. Koyama Haruko
- 12 I read the article in The Sun regarding the workshop on speeding and safety on Otis drive. Speeding on Otis drive and the entire city is out of control. The single most obvious reason is a complete lack of traffic law enforcement. The city spends hundreds of thousands of dollars on studies workshops and so called traffic calming projects. The most cost efficient effective solution is a zero tolerance enforcement of speed limits and traffic laws such as yielding to pedestrians. I have lived in Alameda for twenty years and have observed over the last several years a complete lack of traffic laws being enforced. During my first ten years virtually no vehicles would drive faster than 30 mph on Otis. This was because everyone knew our motorcycle officers were out there using their radar guns on a regular basis. This was true for the entire city. The Bay Area knew if you speed in Alameda you will get a very expensive ticket. Now we never see them except for the occasional one or two day crackdown on violating failuacross the street at more frequent places, and 3) even more important, to reduce the potential for flooding and sea level rise on our low lying island. I'm pleased to hear of your attention to this problem. . Traffic is backed up on Otis drive before Park Street continuing at times all the way to High Street. I believe that there are simple low cost fixes with marking intersections and reducing from two lanes to one in areas where there is already a one lane bottleneck. Having 2 lanes before a bottleneck introduces a dangerous competitive situation for drivers trying to "beat the traffic" when there really is little benefit to the risk taking driving behavior. Eliminating the ability to maneuver a vehicle in this manner with street engineering would be easy. ying to make the light to pay attention to a pedestrian who is crossing Otis at Grand. A pedestrian crossing Otis at the pedestrian “walk” signal may be slightly behind the car turning left, and out of the direct sight of the driver, until that driver is in the process of turning left. This happens all the time, and could be alleviated by having left turn signals allowing the drivers to turn left only when that pedestrian walk sign is red. Between Wood Middle Sch Gary Stewart
- 13 Having to get kids to school at the same time people are racing to work is one culprit of ongoing traffic issues (including drivers on Lincoln ignoring the crossing guard). Kimberlee MacVicar
- 14 I write to ask if a part of a future discussion could be a city-wide conversation about traffic and rues of the road. It's definitely not just on Otis, which seems to always have had speeders or now has blocks of sitting cars between the Broadway and Park Street stretch of it due to it being one lane Kimberlee MacVicar

Comments**Name**

- 15 This morning, my husband rode his bike to the Alameda ferry and shared he almost got hit twice. A lot of bicyclists ride to the ferry and I'm astounded there isn't a hit every day as there isn't a bike lane for them on Main Street, but a ditch very close to the road. Can their safety be addressed? He could ride through the Open Space, but once he hits Webster, there isn't a bike lane along Atlantic to the ferry and drivers are racing to find parking and get onto the boat before it takes off. A bike lane on Atlantic/Apezzato would also help protect students going to ASTI, COA, ACLC and/or NEA. Kimberlee MacVicar
- 16 I truly do believe everyone needs a reminder about the rules of the road. I'm not trying to pit say drivers against cyclists or vice versa as every group is doing questionable traffic violations. I could send a Letter to the Editor of the Sun weekly or post it on say Next Door, but my opinion is pointless as it doesn't have as much weight as a campaign from the city or police department would. This is a public safety issue just getting worse almost daily. I really don't want to see or hear a person getting hit/killed by a car either because they jumped out into the crosswalk, assuming the driver would just slam on the brakes, or the the driver is speeding and hits the person. Kimberlee MacVicar
- 17 I also write to ask if there could be a city-wide campaign reminding all people of some of the following: Bicyclists: must observe the stop signs or lights in their direction (I often see bicyclists on Pacific ignoring their stop signs and basically racing into the intersection and if I don't see them ahead of time not slowing down as I cross at Chapin, for example, I would hit one almost daily; no exaggeration). Pedestrians: while they do have the right of way, not looking both ways before entering the intersection is flat out dangerous. Walking into the street (crosswalk or not), regardless of where a moving vehicle is (sometimes only a car length away from the intersection), is again simply dangerous. Be safe and let the car go by. At a minimum, make eye contact to see if the driver even notices the pedestrian. No guarantee that driver's reflexes or brakes are fast enough to stop, and it's all even more dangerous if the walker is wearing dark clothing or the sun might be semi-blinding the driver, driver diacross the street at more frequent places, and 3) even more important, to reduce the potential for flooding and sea level rise on our low lying island. I'm pleased to hear of your attention to this problem. . Traffic is backed up on Otis drive before Park Street continuing at times all the way to High Street. I believe that there are simple low cost fixes with marking intersections and reducing from two lanes to one in areas where there is already a one lane bottleneck. Having 2 lanes before a bottleneck introduces a dangerous competitive situation for drivers trying to "beat the traffic" when there really is little benefit to the risk taking driving behavior. Eliminating the ability to maneuver a vehicle in this manner with street engineering would be easy. ying to make the light to pay attention to a pedestrian who is crossing Otis at Grand. A pedestrian crossing Otis at the pedestrian "walk" signal may be slightly behind the car turning left, and out of the direct sight of the driver, until that driver is in the process of turning left. This happens all the time, and could be alleviated b Kimberlee MacVicar
- 18 As housing continues to be built to capacity and people continue to feel in a hurry every time they leave their houses, traffic and accidents will sadly continue. At times I'm laughing asking, "why is everyone in such a hurry all the time?" Kimberlee MacVicar

#	Comments	Name
19	More housing means more cars, period. Thanks for working on this issue. You're helping to lessen a lot of people's stress as well.	Kimberlee MacVicar
20	Thanks for being receptive to Otis Dr. feedback. The bridge from Harbor Bay to the main island is lovely to ride on - unfortunately, cyclists are left high and dry for several blocks if they're headed to South Shore Center or any point west. My 2 year old and I had to ride on a very narrow sidewalk from Peach St to Bayview Dr last time - against traffic, and with pedestrians. I know lots of children use that bridge too when school is in session - hopefully they don't need to head west afterwards! A bike lane on Otis could solve this problem.	Morgan Bellinger
21	Please be sure to get input from Pam at Alameda Mandarin Daycare and from Sandra at Alameda Mandarin Preschool (see below). Several times each week I see their staff facing the unique challenge of crossing Otis Drive with ~12 toddlers tethered together and think about the poor driving habits of drivers on Otis Drive. These two facilities are very important to our city given the shortage of good daycare options we have here (relative to demand). Whatever needs or input they have really need be taken into consideration.	Kim Fisher
22	Concerned about Otis Drive between Broadway and High Street because a child was recently hit on Otis Drive at Mound Street. Coincidentally, I received a copy of the February 2019 Alameda magazine yesterday. The article on "Road Diet Rage" was very informative. In fact, the paragraphs citing Andrew Thomas sounded as though he could have been speaking about this east of Otis Drive. As I'm sure you are aware, we have three schools, Otis, St. Philip Neri and Lincoln, where Otis Drive provides the children's pathway to school. Clearly, the road diet in the picture is what we need on Otis. The street markings are very clear and bring awareness to pedestrians. Additionally, during sports seasons, Krusi Park is busy with children and families, all whom cross Otis drive to get to the park, which is scary. I could go on and on but will stop.	Cordia Lehn

Comments**Name**

- 23 At 8am Monday through Friday, I walk my 2 kids down Otis Drive and cross Mound Street with a flashing crosswalk to attend Otis Elementary school. I then walk back at 8:30am and cross Mound and walk down Otis Drive all the way to the Chase Bank where I work in the South Shore mall. What I observe on a daily basis is terrifying and frustrating. Vehicles routinely exceed speeds of 35 miles an hour in each direction even with posted speed readout signs. Vehicles do not stop for the flashing crosswalk in the school zone. My kids and I have almost been hit by vehicles a few times. The traffic gets backed up in the morning Westbound on Otis from Park Street to Versailles with cars illegally blocking each intersection. Vehicles trying to make a left from a side street onto Otis (including my street) are unable to do so. There are no "keep clear" street markings on these intersections. I also see vehicles drive in the right hand turn lane all the way to Broadway and then cut into the left lane through the Otis and Broadway intersection almost causing collisions, but routinely results in honking and road rage. In the evening between 5pm and 5:30p when I walk home from work, it is more of the same in the East Bound direction. Traffic is backed up on Otis drive before Park Street continuing at times all the way to High Street. I believe that there are simple low cost fixes with marking intersections and reducing from two lanes to one in areas where there is already a one lane bottleneck. Having 2 lanes before a bottleneck introduces a dangerous competitive situation for drivers trying to "beat the traffic" when there really is little benefit to the risk taking driving behavior. Eliminating the ability to maneuver a vehicle in this manner with street engineering would be easy.
- 24 i am grateful that somehow if i wait long enough there seems to be an engineered gap in the traffic flow that allows me to make JD the turn. otherwise it would difficult to make even a right. I'd need to go to mound and waterton around onto court bump down bayview to Broadway and out. the traffic is moving so fast and close together that I'm surprised there are not more accidents. years ago there was very often a radar unit stationed out there. not sure if there's no money or the city just wants to keep the traffic flowing. i pity the poor pedestrian who wants to cross Otis anywhere between Broadway and high St. without making the hike to mound. tho, i suppose they can patiently exploit the engineered gap as i do. i am truly amazed by what it must take to make the gap happen. thank you very very much!
- 25 Good morning: My husband saw your flyer and recommended that we attend the Otis meeting tonight. This morning while out for my morning run on the beach I was returning home and pressed the crossing button for Otis to continue walking up Grand to my home. It was 6:45 so starting to get light and there were plenty of other walkers or people waiting at the bus stop. I began to cross the street after getting the go ahead green walker okay light. Half way thru the intersection an SUV coming down Grand began turning right into my path in the middle of the street and accelerated to cross on to Otis. He clearly did not see me. I had to scream out and run to avoid getting hit by his car to safely get to the sidewalk. I returned home a block away to my husband sobbing. No matter how mindful one is there will always be an opportunity for accidents especially in this intersection of Otis and Grand. I so hope this can be one of the topics discussed this evening.

Zack Ginsburg

Tita Mahoney

Comments**Name**

26 Hi Gail,

Cat Kassirer

I am unable to attend the meeting tonight regarding speeding and safety concerns on Otis Drive, but I do have some thoughts I would like to share. I have lived on Fortress Isle for 8-1/2 years, and I have witnessed a lot of crazy, frightening driving and near misses on Otis.

1. I would like to see protected bike lanes on Otis. Cars whiz by bicyclists too closely for the safety bicyclists. Otis is a major thoroughfare in Alameda, and bicyclists should be able to take advantage of this as well as vehicles. This can be achieved by reducing the number of lanes from 4 to 3 (1 lane for traffic in each direction with a left turn lane). It will also slow traffic, making Otis much safer.

2. I would like for there to be either timed lights or sensors that can detect bicycles at the intersection of Westline and Otis. Currently there are sensors for cars, but bicyclists on Otis waiting to cross Westline to enter Crown Beach have to wait for a car to come along and trigger the sensor, or they have to use the crosswalks to cross Otis and then Westline to enter the park. This is very frustrating.

3. More traffic policing of Otis Drive. Whenever the traffic cops are there, it's like shooting fish in a barrel. They catch so many speeders, it's a win/win!

4. More crosswalks on Otis. It is difficult to cross Otis, especially for seniors and children.

And this is the big one...

5. I would like to see dedicated turn lanes with turn signals for cars turning left at the intersection of Otis and Grand St. In addition, left turns are only permitted when there are not pedestrians crossing the street where the left turns are being made. For example, I often see cars turning left from Grand St. onto Otis. Drivers are too distracted watching for oncoming cars and trying to make the light to pay attention to a pedestrian who is crossing Otis at Grand. A pedestrian crossing Otis at the pedestrian "walk" signal may be slightly behind the car turning left, and out of the direct sight of the driver, until that driver is in the process of turning left. This happens all the time, and could be alleviated by having left turn signals allowing the drivers to turn left only when that pedestrian walk sign is red. Between Wood Middle School and the sporting events that take place at Rittler Park, there are many children using this intersection. This would greatly improve safety here for everyone.

Thank you so much for taking these concerns seriously. Safety on Otis Drive could be greatly improved, and there are many ways to achieve this. I look forward to seeing some positive changes to Otis Drive.

Comments**Name**

27 Dear Gail,

Jennifer Shadden

Thank you very much for addressing the safety concerns on Otis Drive! I have 4 young children, ages 7, 5, and 3 year old twins. I have been thinking about this matter since we were transferred from Lum to Franklin. We are now zoned for Franklin Elementary school and I have on numerous occasions seen busy drivers pay no attention to children/teens/adults crossing at the Grand/Otis intersection especially when turning right or turning left. Last year, we primarily rode bikes or walked with my children to school across this intersection, but I hope to get back to walking/ biking more often if we can make crossing this intersection safer for pedestrian traffic. Perhaps installing turning arrows for right and left vehicle traffic and having a time when only pedestrians cross may help? I am unable to attend this workshop, but I would love to hear input from the community about how we can make it safer. I prefer to walk across Otis or Grand at crosswalks instead of this intersection since they don't have cars turning left or right into pedestrian walkways. I have had numerous occasions where the vehicle turning left or right did not give pedestrians the right away.

Thank you for your time to this matter!

28 Dear Ms. Payne:

Karena Mahoney

Grateful that my mother Tita was not harmed beyond a terrific scare and mad dash to safety this morning, and that she is in great shape and was able to act quickly on her own behalf. Last night I responded to a post on the facebook site, Alameda Peeps, which listed all the tragic deaths of the past few years due to similar incidents. One of those was the mother of a family friend, killed in this way on Bay Farm in 2011. I wish now that I'd been able to attend the meeting of this evening.

Every time I see the memorial for Sam Sause on Otis at Grand, I am sick to my stomach and say a prayer. People zoom up and down Grand St., and also Otis Dr., as if it was a freeway. So thankful my mother was not added to the memorial today. My husband and I live off of Bayview Dr., and lost a cat to a careless driver before the traffic calming strips were put in. Before that, the speeding in the area was insane. Yes, we could've made our registered family pet an indoor cat, but this is not always realistic, and the danger was severe.

So, I am all for doing something about the Grand/Otis intersection, which is a haul for even able bodied people and animals to cross. Thank you for your advocacy.

Comments**Name**

29 Dear Ms. Payne,

Terri Wong

I attended the the Otis Drive Community Workshop #1 last night (01/31/2019) at Wood Middle School, but was unable to participate in the breakout groups after the presentation. I would like to provide my input related to the 3 questions asked in the handout provided when entering the Workshop.

Q-1. In your opinion, what are the key issues affecting Otis Drive?

- Too many drivers are driving in excess of the 25 MPH speed limit and are not obeying the driving rules relating to pedestrians and bicyclists in crosswalks and roadways.

o I've been an Otis Drive resident in my current house since 2005, and also grew up in a different house on Otis Drive from 1978 - 1988.

Both houses are located between Westline Drive and Willow Street.

o My kids walked to Lum Elementary as elementary school students. Too many times, my kids, neighborhood kids, and an adult guardian (including myself) have had to run through the cross walk, crossing Grand Street at Otis, to avoid getting hit by a car plowing through the marked pedestrian lines, with a clear "walk" signal for the pedestrian and us pedestrians legally crossing in the marked crosswalk.

o Currently, my kids bike to Encinal High School. They are lucky to be able to use the beach bike path most of the way, but crossing Westline at Otis Drive is hazardous. Certain cars making a right turn from Westline onto Otis, will not yield to my kids crossing Westline within the pedestrian lines, as pedestrians. Yes, I have taught my kids get off their bikes to cross as pedestrians at Westline and Otis because of the dangers crossing the intersection. We've witnessed several incidents of pedestrians running for their lives to get out of the way from a non-yielding car at this intersection.

o When Lum School was open, we've witnessed multiple times, cars blowing through the crossing guard's stop sign, blinking pedestrian lights on the street, and whistle.

30 • Why isn't there a crosswalk between Westline Drive and Grand Street, maybe around Larchmont where there is a heavily used bus stop, especially with many elderly using the bus stop at Larchmont? Terri Wong

o A lot of my elderly neighbors use the bus stop at Larchmont. Because of the width of Otis, it's not easy for most people to cross Otis without running for their lives. Is the City of Alameda expecting the elderly to run across Otis to avoid being a statistic on the slide presented by your hired contractor???

- Why can't the bus stop on Otis and Westline (where the bus makes a right turn onto Westline) be moved to prevent a backlog of traffic while the passengers load onto the bus. Cars are dangerously darting around the bus, trying to avoid having to wait for the bus to load. Moving this bus stop off the corner and out of the right only turn lane seems logical.

31 Q-2. Where along the corridor are these issues a problem (e.g., at a specific intersection, at a mid-block location, on a particular block, or along the whole corridor)? Terri Wong

- Intersection of Grand and Otis
- Intersection of Westline and Otis
- Larchmont and Otis

Comments**Name**

32 Q-3. What measures would you like to see implemented to address these concerns?

Terri Wong

- A dedicated “walk” signal for pedestrians, with no moving car/bike traffic (unless bicyclists become pedestrians and dismount and walk their bikes) at traffic signals on Grand and Otis

o The signals can be programmed in many different ways. Having the push button trigger “walk” only signals, with no moving traffic, including no right turn, should significantly help keep pedestrians safe. An example of this is in Chinatown in Oakland, with several intersections changed to “walk” only signals. After this change in Chinatown Oakland, we rarely see anyone running for their lives, crossing through an intersection.

- Something has to be done about the speed of the traffic and the behavior of those few who ruin it for everyone; specifically those that do not obey the driving rules relating speeding, yielding to pedestrians and providing enough space for bicyclists. As an Otis Drive resident, I know the police regularly patrol Otis Drive, between Grand and Westline. We are extremely appreciative every time we hear the sirens pulling over speeders. Maybe more police presence before/after the start of school and during the more busy commuting hours will help.
- At least one high visibility crosswalk between Grand and Westline; one at Larchmont and Otis makes the most sense, but another crosswalk at the other bus stop (Arlington & Otis?) would also make sense.
- Move the bus stop on Otis and Westline (where bus makes right turn onto Westline)

33 General Comments regarding the presentation:

Terri Wong

- During the presentation, the contractor showed a slide and talked about converting 2 lanes in each direction to a single lane in each direction with a dedicated turn lane. I like this idea, but have the feeling this method of slowing down traffic will not work on Otis because certain drivers will use the dedicated turn lane as their personal passing lane (certain drivers are using the newer painted merge lines on Westline, between Otis Drive and Washington Park, as a method to pass cars on Westline).
- Also During the presentation, there was a lot of wasted time presenting different methods used to slow down traffic that will not work on Otis Drive (e.g. Bike lanes with barriers; planters splitting the traffic lanes). Please, in future workshops, don’t waste our time having us look at ideas that cannot be implemented.

34 Gail: Here are my comments. 1. Key Issues Affecting Otis Drive. There are three: speeding, reckless driving, and insufficient cross-walks.

Michael Dean

2. Location of Issues. Speeding and reckless driving is pretty much along the entire corridor. Lack of sufficient crosswalks primarily between the intersection with Grand Street and Westline Drive. 3. Implementation Measures. Four initial measures: eliminate one driving lane in each direction, establish a middle lane for left hand turns, create bike lanes, and install left turn arrows on the traffic lights at the intersection of Grand and Otis. Long term I think a roundabout at the intersection would be a good idea. One additional comment regarding the comments by the representative from the Alameda Police Department Traffic Detail-I frankly find it hard to believe that 200 tickets are issued each day along Otis-I do not think the police patrol Otis on a regular basis. That’s it for now. Thanks for the excellent Workshop.

Comments

Name

35 1. In your opinion, what are the key issues affecting Otis Drive?

Pete Grosser

a. Speed. While Otis is a residential neighborhood, car traffic moves too fast due to the fact that the stretch between Grand and Westline is flat, straight, and wide (with four lanes).

b. Built for cars only. There are currently no bike line, or cross walks (between Grand and Westline). Lack of bike lanes + cars moving too fast = bicyclists forced to ride on the sidewalk. Pedestrians (e.g. those who take the bus and exit at Larchmont) need to negotiate four lanes of speeding cars to cross the street.

2. Where along the corridor are these issues a problem? Otis between Grand and Westline in particular.

3. What measures would you like to see implemented to address the concerns?

a. Reduce lanes from four to three (with center turn lane)

b. Add bike lanes

b. Add crosswalks near bus stops

Thank you Gayle. I appreciate what you do!