Gail Payne

From: powers5500@aol.com
Sent: Wednesday, May 22, 2019 4:18 PM
To: Gail Payne; powers5500@aol.com
Subject: Re: Transportation Commission Mtg - Wed, May 22 at 7 p.m. - Otis Drive Agenda Item

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Hi Gail,

 Apologies for the last minute comments.

Exhibit 8 "Consultant Memo on Trees" is written/from John Gibbs and Rivka Weinstock of WRT to Andrew Lee of Parisi Transportation Consultants. Unfortunately, neither John or Rivka appear to be a ISA Certified Arborists. Arborists are certified by the International Society of Arboriculture (ISA). ISA credentials can be verified online here: https://www.treesaregood.org/findanarborist/verify. To me it is a red flag that the consultants conducting the "preliminary assessment" of the street trees for this project are not ISA Certified Arborists.

For example, on PDF page 8 of 8 of Exhibit 8 "Consultant Memo on Trees" there are two images. The first image says "Quercus agrifolia" and appears to be a Coast Live Oak, but with a somewhat unusual form for a Quercus agrifolia street tree. The second image says, "Example of Quercus agrifolia (in winter) in a roundabout." The problem with this image (that would be immediately apparent to a ISA Certified Arborist) is that Coast Live Oak trees are evergreen, but the tree in the picture has already dropped all it's leaves for winter (deciduous)! Ooops! Perhaps the image is of a Valley Oak tree (Quercus lobata) which is deciduous.

WRT proposes many non-native species from across the globe. The species used along this corridor should be native drought tolerant species, as well as other low water use species from the Mediterranean region that will do well in the poor sandy soil. I think its great that they included Quercus agrifolia (Coast Live Oak) on the list, but then I was disappointed to see that they are not recommending to actually plant any Coast Live Oak trees along the corridor! It mentions a long-term solution roundabout (i.e. ain't going to happen) with a Coast Live Oak on a berm in the center. I think this is a bad idea for many reasons which I won't go into now.

Coast Live Oak trees should be planted in at least half of the vacant tree sites (21) that have been identified along this corridor. Additionally, the City should take this opportunity to remove and replace all of the ill conceived Pyrus trees that were planted along the corridor and replace them with Coast Live Oaks. As I already pointed out in early correspondence on this project, there are several medium sized Coast Live Oak trees that are already growing along Otis in the corridor. The species can do well here and I am aware of additional Coast Live Oaks that are growing and thriving even closer to the shoreline. Also, there are dozens of Coast Live Oak trees growing in the same soil conditions at the pocket park surrounded by Westline, 8th, and Portola (just 1/2 a block away) --- Anyone that doubts that the Coast Live Oak will do well here, please go see for yourself. Seeing is believing.

Almost all of WRT's proposed species are doing very poorly along this corridor. Let's take this opportunity to do something really special with the street trees along this corridor instead of planting the same old tired non-native "junk trees".

Scott
ISA Certified Arborist # WE-10185A

-----Original Message-----
From: Gail Payne <GPayne@alamedaca.gov>
To: Gail Payne <GPayne@alamedaca.gov>

Sent: Wed, May 15, 2019 5:09 pm
Subject: Transportation Commission Mtg - Wed, May 22 at 7 p.m. - Otis Drive Agenda Item

Dear Otis Drive Traffic Calming and Safety Improvement Project Interested Parties,

Please note that Otis Drive is on the agenda of the Transportation Commission meeting on Wed, May 22 at 7 p.m. and will be on the City Council agenda for Tuesday, June 4 at 7 p.m. in the Council Chambers (Third floor) at Alameda City Hall, 2263 Santa Clara Ave., Alameda, CA 94501.

For both these meetings, City staff and the consultant team are recommending approval of a design concept, which will allow for the low-cost improvements to be constructed next year. The recommended concept for the one-mile study area segment of Otis Drive between Westline Drive and Willow Street is expected to reduce speeds and improve safety for all street users including people who walk, bike, take the bus and drive, and is depicted in the below image. The concept achieves key community goals as follows:

- **Safety**: Provides a safer street by converting the four-lane street to a three-lane street, which the Federal Highway Administration (FHWA) deems to have substantial safety benefits;
- **Bikes**: Installs buffered bike lanes where no bicycle facilities currently exist;
- **Pedestrians**: Makes it easier and safer for people to walk across Otis Drive with additional marked crosswalks, flashing beacons where warranted and painted bulb-outs;
- **Buses**: Improves the operations and safety of the AC Transit bus lines by moving the bus stops from the near side to the far side of intersections, providing ADA improvements and removing low ridership bus stops;
- **Intersections**: Improves safety and reduces delay at intersections by extending red curbs (e.g., "daylighting"), installing turn pockets and improving signal phasing and timings;
- **Trees**: Installs street trees that provide additional landscaping, stormwater runoff improvements and beautification; and
- **Long-term Vision**: Selects a long-term vision for the corridor by recommending the installation of a roundabout at the Otis Drive/Grand Street intersection and by providing more protected spaces for people bicycling and walking once City staff secures additional grant funding.

Attached is the Transportation Commission meeting agenda, and the link for the Otis Drive item is here: https://alameda.legistar.com/LegislationDetail.aspx?ID=3948357&GUID=5FF05DC7-3762-4F80-AEF9-1B58E7661A5C&Options=&Search=&FullText=1

Thank you.

Regards,

Gail Payne, Senior Transportation Coordinator, City of Alameda
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