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**Alameda Sun Almanac**  

Date	Rise	Set
Today	6:55	16:55
Nov. 22	6:56	16:54
Nov. 23	6:57	16:54
Nov. 24	6:58	16:53
Nov. 25	6:59	16:53
Nov. 26	7:00	16:52
Nov. 27	7:01	16:52

## Keimach Recordings Released

Ekene Ikeme

The audio recording and transcript of the meeting between former City Manager Jill Keimach and Councilmembers Malia Vella and Jim Oddie was made available yesterday on the City of Alameda website.

The city created a website: [www.alamedaca.gov/recordings-release](http://www.alamedaca.gov/recordings-release), for interested parties wanting to listen or read the contents of the August 2017 meeting. The audio of the meeting was sent to Remcho, Johansen & Purcell, LLP, an Oakland-based political law firm, after the Council voted unanimously to publish the content of the meeting during a closed-session discussion during its Nov. 5 meeting. The city tasked the law firm with reviewing the recording and making any necessary redactions. The city wanted a third party to make the redactions for the purpose of transparency. Alameda City Clerk Lara Weisiger said the transcript of the meeting will have a notation explaining why each redaction was made.

Several reports had the transcript scheduled to be released last week. Weisiger said the delay was due to the amount of time it took to review the recording and make redactions. The initial plan was for the transcript to be released prior to the audio of the meeting due to the amount of time it would take to make redactions to an audio recording, according to reports. However, the city is releasing both components of the meeting simultaneously.

The closed-session discussion on whether to release the audio was put on the agenda after Alameda County District Attorney Nancy O'Malley sent a letter to Alameda City Attorney Yiben Shen on Oct. 22, urging the city to "consider the public interest, open governance and transparency when making a final decision" ("City May Release Recording," Nov. 5).

Vella and Oddie supported the decision to release the audio recording of the meeting, even though they felt that Keimach's recordings violated the law.

"I concur the public should have the opportunity to hear the recording themselves and draw their own conclusions. Those who have worked with me know that my style is blunt and straightforward, and my role in that conversation is no different," Oddie stated.

Keimach recorded the meeting because she said she felt the two Councilmembers urged her to hire a union-backed candidate as the city's new Fire Chief, which is a violation of the Alameda City Charter. Keimach instead hired current Alameda Fire Chief Edmund Rodriguez.

The meeting is believed to be about an hour long. The Alameda Sun went to press before the city released the recording.

Contact Ekene Ikeme at [eikeme@alamedasun.com](mailto:eikeme@alamedasun.com).

## Keep Dance Festival Going

Sun Staff Reports

The West End Arts and Entertainment District (WEAED) will launch fundraising efforts for Alameda's Animate Dance Festival 2020 tonight, Thursday, Nov. 21, from 6:30 to 9 p.m. at Phoenix, 2315 Lincoln Ave. The party features donated items from local businesses including cocktails, food, wine and beer. Music from DJ Tanoa and hip hop and Argentine tango performances will be among the offerings.

What started with a simple desire to see dance animate the haunting spaces of Alameda Point has become a central part of a wider mission to create a thriving arts district in the West End of Alameda. Animate Dance Festival provides an opportunity for Alameda to play host to some of the Bay Area's most exciting dance artists. Tickets to the fundraiser cost \$35.

WEAED is an alliance of creators, venues and local residents with a shared goal to promote more performing and visual arts in Alameda.

For more information, visit [www.animatealameda.com](http://www.animatealameda.com).



File photo

Pedestrian safety is not a new issue for Alameda. Frank Muñoz (center, with cane) crossed Lincoln Avenue with some help from friends: (from left to right) Cindy Zecher, Laura Hudgins, Gary Lym and Sean McPhetridge. The crossing in February 2017 drew attention to the fact that Muñoz had been struck by a car after three other cars had stopped at the crosswalk on Lincoln Avenue near Benton Street.

## Wanted: Common Sense, Courtesy

Dennis Evanosky  
 Part one in a series

A number of incidents involving pedestrians, motor vehicles and bicyclists have recently marred Alameda's tranquility. Many of these — and those in the past — involve people, young and old, misunderstanding the city's ordinances that govern how we all must interact safely.

The key to making and keeping Alameda safe involves both obeying these ordinances and using both common sense and common courtesy. The speed limit may be 25 miles an hour on most of Alameda's streets, but common sense calls for driving slower when children or the elderly are nearby.

It may be legal to ride bicycles on most of Alameda's sidewalks, but that does not allow bicyclists to force or frighten pedestrians to move "out of their way." Ringing a bicycle's bell, or yelling "on your right" does not require pedestrians to step aside. It may be legal for pedestrians to "jaywalk" — cross the street in the middle of the block — but that does not give pedestrians the right to dart out in front of oncoming cars.

Pedestrians must understand that the driver of an automobile traveling at 25 miles an hour needs not just braking time, but reaction time to stop. These factors add up to 85 feet, the height of an eight-story building. Pedestrians who jaywalk must always take the speed of oncoming traffic into consideration. In a study he did for the American

**Alameda's children and senior citizens are the most fragile of all.**

Automobile Association, Bill Tefft found that average risk of severe injury for a pedestrian struck by a vehicle traveling below Alameda's speed limit at 23 miles per hour (mph) is 25 percent. Tefft says that this increases to 50 percent at an impact speed of 31 mph and rises to 75 percent at 39 mph and finally to 90 percent at 46 mph.

In a story he wrote for [www.quartz.com](http://www.quartz.com), University of Maryland professor John Rennie Short noted that car manufacturers have built safer vehicles and pointed out that "in the United States, driver fatalities fell from 27,348 in 2006 to 23,611 in 2017." However, he also stated that in those same 11 years, pedestrian and cyclist fatalities increased from 5,567 to 6,760.

An average mid-sized car weighs in at 3,500 pounds. Drivers of these safer vehicles must take this weight into consideration when they see a 45-pound child, a bicyclist weighing in at 170 pounds or an elderly 150-pound man or woman crossing in the street in front of them. From the other point of view, that same child, bicyclist and senior citizen should bear in mind that a machine weighing almost 2 tons is coming at them.

Drivers must take a bicyclist's "door zone" into consideration before blowing their horns at or nearly sideswiping people and

their vehicles that weigh on average 200 pounds versus their 3,500-pound behemoths. That bicyclist is riding (or should be riding) a distance equal to an open car door away from parked cars. This door zone protects the bicyclist from someone in a parked car opening a car door and knocking the bicyclist to the ground.

Anytime a driver sees a bicyclist riding "in the middle of the road," that driver must allow the bicyclist the "door zone" space. And that driver must remember that it is not illegal for a bicyclist to ride in the roadway. On the other hand, bicyclists must respect all rules of the road. These include allowing the space a much bigger automobile needs on the roadway, signaling their intention to turn and, yes, stopping at stop signs.

In this entire mix, pedestrians are the most fragile, Alameda's children and senior citizens, the most fragile of all. Everyone on foot, from youngster to oldest, must act with the same caution as drivers and bicyclists. Yes, pedestrians have the right of way, but that does not give those on foot the special right to simply walk out in front of a 3,500-pound vehicle traveling at them at 37 feet per second (25 mph).

The next story will put common sense and common courtesy aside and look at the ordinances and laws that attempt to insure proper behavior on Alameda's sidewalks and streets.

Contact Dennis Evanosky at [editor@alamedasun.com](mailto:editor@alamedasun.com).



Image courtesy City of Alameda

The housing for Alameda Landing's waterfront parcel went before Council Tuesday.

## Council Votes on Landing Homes

Eric J. Kos

At Tuesday's City Council meeting after the Alameda Sun went to press, Council voted on a plan for new homes located at 2800 Fifth St. Pulte Home Company, LLC, looks to construct 69 buildings containing 357 residential

units in a new phase for the 17.2-acre Alameda Landing waterfront mixed-use development.

On Oct. 14, the Planning Board approved the application that also includes: 5,000 square feet of commercial space, internal roadways and alleys, parks and open space.

Following a design review the plan received final approval at the Nov. 12 Planning Board meeting. A 4.5-acre, public, waterfront park, which received approval last year, is also included in the development.

Council was expected to approve the final plan Tuesday.

## Unpleasant News on Local Bird Population

Alameda Wildlife

Linda Carloni & Marjorie Powell

Part One

Alameda, situated in the Pacific Flyway, has a diverse population of native birds, both those that breed here and those that visit for the winter months — Alameda's version of "snow birds." A bird's life has always been a risky one, but new and greater risks are now threatening Alameda birds both here and in other places where they travel.

A new Audubon Society report "Survival by Degrees: 389 Bird Species on the Brink" describes how climate change will affect birds throughout North America. The report details the impact of temperature increases above pre-industrial levels by species.

Climate change presents a variety of threats. Habitat loss is critical: increasing summer and winter temperatures will change the amount of rainfall and of available water, making much current habitat no longer suitable. Both sea-level rise and increased water temperatures will change the mix of fish and other water creatures available as food for birds. The report details other climate risks threatening Alameda and its birds: extreme spring heat, fire weather, droughts and urbanization.

The study found two-thirds of North American bird species are at risk of extinction from global temperature rise. Another study published in the journal *Science* in September found that in the past 50 years, the number of birds in the continental United States and Canada declined by almost 30 percent, with shorebirds declining 37 percent.

In recent decades Alameda lost its Ridgway's rails and acorn woodpeckers; barn owls and American robins have diminished.

One winter visitor, Clark's grebe, already faces challenges from drought, which limits available food and water. The bird struggles with more boats, windsurfers and paddleboarders in its habitat and trash obscuring the view of fish and plastic in the water the bird might mistake for food. Climate change will bring warmer waters that may limit the available fish. The grebes also face climate-related risks in their breeding grounds — fresh water lakes in northeastern California and Oregon — from spring heat and repeated fires.

The dunlin, a small sandpiper, can be found here during the winter. They leave in summer to breed in far northern Alaska or Canada. Most of their existing North American habitat is expected to become unsuitable for them with increased temperatures. Sea-level rise will challenge these birds by reducing the mud flats and beaches where they forage.

Long-billed curlews visit coastal locations around Alameda in fall and winter. This long-legged wading bird faces risks of repeated wildfires destroying their breeding grounds and spring heatwaves killing chicks still in nests. Here in Alameda, their risks include drought, rising sea level, changes in water quality as well as temperature and displacement by human activity.

Western bluebirds have been nesting in Alameda over the past few years because local bird lovers have installed nest boxes. But increasing spring heat threatens chicks in the nest. Continued urban development reduces the plants supporting insects that make up their summer diet and the berries that sustain them in the winter.

Anna's hummingbirds, perhaps the Island's smallest bird, feed on flower nectar, small insects and sugar water from feeders. Spring heat threatens chicks in their nests, while wildfires threaten their nesting and feeding grounds. The endangered California least terns that nest at Alameda Point also face risks from higher spring temperatures, which can endanger nesting young birds.

Part one of this story looked at the problem. Part two, next week, will look at solutions.

Linda Carloni and Marjorie Powell are volunteers with the Golden Gate Audubon Society.