

**From:** [Trish Spencer](#)  
**To:** [Lara Weisiger](#)  
**Subject:** Fw: May 7 agenda, Item 7-D  
**Date:** Monday, May 6, 2024 12:47:33 PM  
**Attachments:** [Main - W Atlantic.xlsx](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)

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**From:** Erin Smith  
**Sent:** Friday, May 3, 2024 4:49 PM  
**To:** Jennifer Ott; Trish Spencer  
**Cc:** Abby Thorne-Lyman; Nishant Joshi; Yibin Shen; Amy Wooldridge; Scott Wikstrom  
**Subject:** RE: May 7 agenda, Item 7-D

Hi Trish,

Thanks for taking the time to meet with me yesterday and connecting me with Estella from Building 43 Winery. The feedback on the temporary asphalt curb was helpful. I will be posting a supplemental memorandum to item 7-D on the May 7<sup>th</sup> agenda regarding the City's approach to preventing and enforcing unpermitted sideshows and reckless driving at Alameda Point. The memorandum includes the additional information provided below with a couple of changes in response to yesterday's feedback.

One change is that we will only extend the temporary asphalt curb on Monarch from Tower to the driveway between Natel and Rock Wall. As you know, this will remove the temporary curb from in front of the cluster of businesses on Monarch, including Building 43. As such, the memorandum does not include the image shown below with curb in this location.

Another change is the width of the travel lane on W Tower. We originally considered a 12 ft lane, which is the width of the ultimate travel lane to be built with the forthcoming backbone improvements. Although many bicyclists will choose to ride outside the travel lane, as you note, some will choose to be in the travel lane given the condition of the surrounding area. 13 foot lanes will still calm traffic and is a suitable solution before the separated bike facility is built.

I was able to obtain the requested accident information from the corner of Main and West Atlantic, down West Atlantic to West Tower to Monarch Street, including vehicles, bicyclists and people tripping/falling since road changes on West Atlantic, Pan Am and West Tower. Please see attached.

Thanks again, Trish. Always good to see you.

*Erin Smith*  
City of Alameda  
Public Works Director  
510-747-7938 (office)  
415-812-3746 (cell)

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**From:** Jennifer Ott <[jott@alamedaca.gov](mailto:jott@alamedaca.gov)>  
**Sent:** Thursday, May 2, 2024 8:53 AM  
**To:** Trish Spencer <[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)>  
**Cc:** Erin Smith <[ESmith@alamedaca.gov](mailto:ESmith@alamedaca.gov)>; Abby Thorne-Lyman <[athornelyman@alamedaca.gov](mailto:athornelyman@alamedaca.gov)>; Nishant Joshi <[njoshi@alamedaca.gov](mailto:njoshi@alamedaca.gov)>; Yibin Shen <[yshen@alamedaca.gov](mailto:yshen@alamedaca.gov)>; Amy Wooldridge <[AWooldridge@alamedaca.gov](mailto:AWooldridge@alamedaca.gov)>  
**Subject:** FW: May 7 agenda, Item 7-D

Hello Trish:

Please see response below from Director Smith. She will also be reaching out to you to meet to discuss further if you would like.

Thanks,  
Jen

Jennifer Ott  
City Manager  
City of Alameda  
[jott@alamedaca.gov](mailto:jott@alamedaca.gov)  
c: (510) 867-8237



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**From:** Trish Spencer <[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)>  
**Sent:** Monday, April 29, 2024 2:22 PM  
**To:** Jennifer Ott <[jott@alamedaca.gov](mailto:jott@alamedaca.gov)>  
**Cc:** Yibin Shen <[yshen@alamedaca.gov](mailto:yshen@alamedaca.gov)>; Erin Smith <[ESmith@alamedaca.gov](mailto:ESmith@alamedaca.gov)>  
**Subject:** May 7 agenda, Item 7-D

Hi Jen,

Additional questions.

1. The pic of temporary asphalt curb. Where is that? Has the City already started adding these at the Point? If that's currently on City property my

suggestion paint with reflective paint (e.g., yellow, white) so more visible. I think dangerous. The photo is from an installation not located within Alameda. We have not begun installing any curbs at Alameda Point. The curbs will be placed in 20-foot lengths with a 2-foot gap between each. The ends of each 20-foot length will either be painted white or have a white reflector installed on top of the curb.

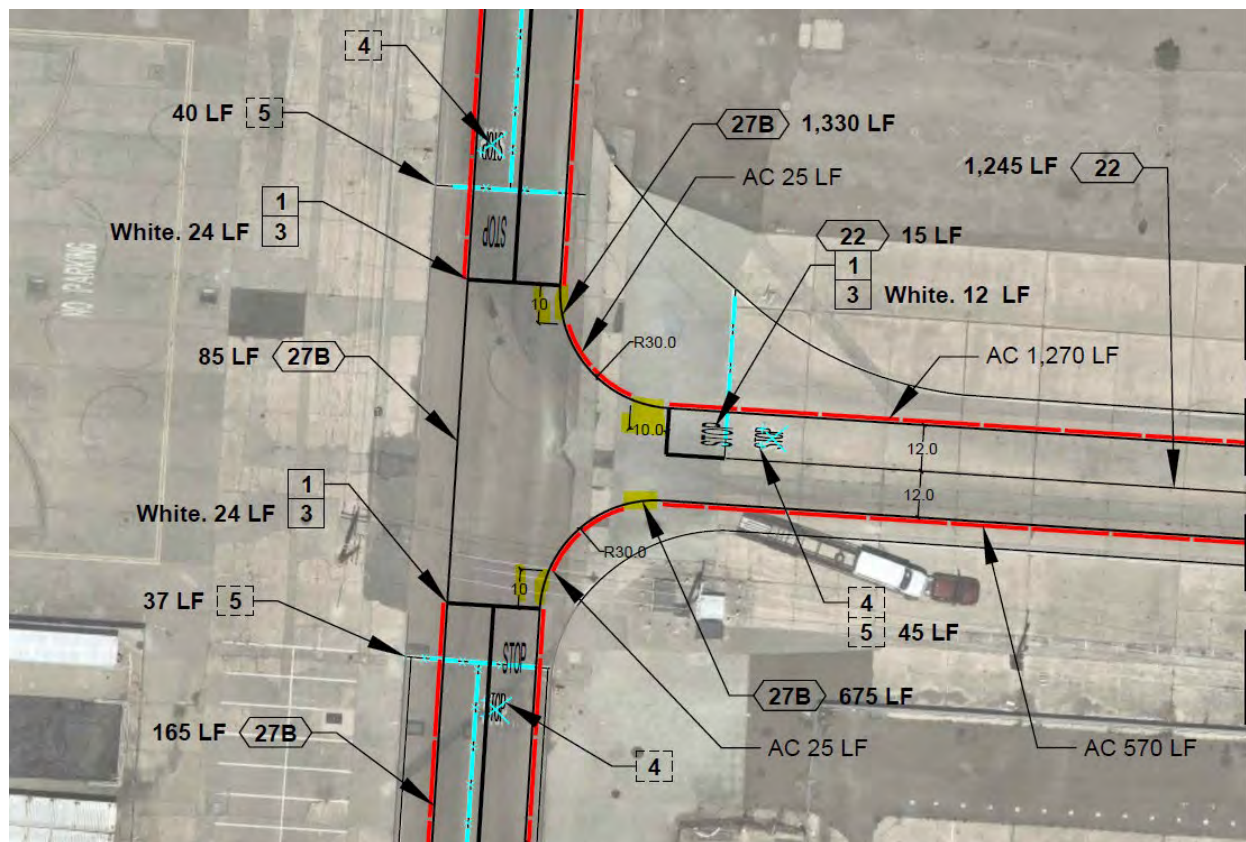
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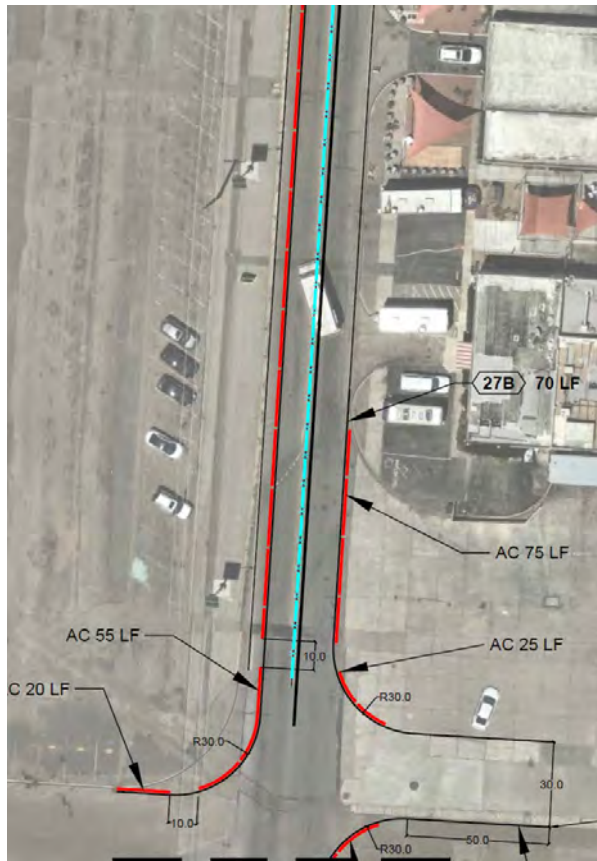
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My concerns include not visible, easily tripped over, run into, prohibits current biking and pedestrian movement/flow. Dangerous. The ends of each 20-foot section of curb will either be painted white or have a white reflector installed on top of the curb. In addition, there will be a solid white line marking the right edge of the road. See the answer below for bike/ped movement.

Bicyclists currently seamlessly bike from street to pavement (area between buildings and road). Here, they will have to choose one or other. Road in bad condition and pavement (area between roads and buildings) worse and bicyclists, including families, go from one to the other depending upon traffic. Here, they'll either get stuck in front of cars or have to choose pavement which is mostly in worse condition than road. Bicyclists will generally choose to either ride in the newly defined 'street' or adjacent to the street. Both Tower and Midway have relatively wide areas adjacent to the each side of the new 'street', which is likely where people will ride and certainly where people will walk. Intersections will have 10 foot openings where curb ramps typically are installed. See W Tower and Monarch below with those openings highlighted. Although not encouraged, bikes can also enter or exit the street through the 2-foot-wide opening between the asphalt curb lengths.



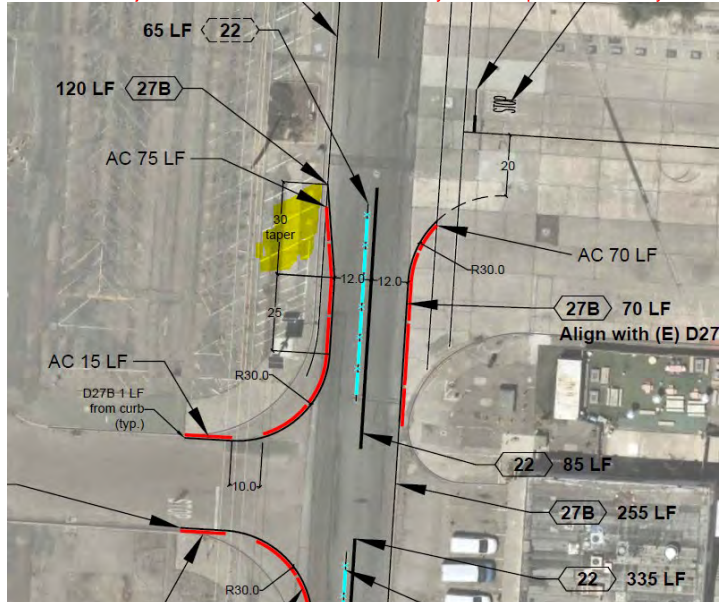
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When Rock Wall was open, they regularly had events where people would park across the street. There appears to be small cutouts at both ends. Is that the City's plan to have people access area through those cutouts? If so, what are lengths of openings? Can measurements of openings be added to pic? Pedestrians are encouraged to cross streets at intersections. 10-foot-wide openings are provided at each intersection, consistent with a typical crosswalk width. Please see the image above of the W Tower and Monarch intersection.

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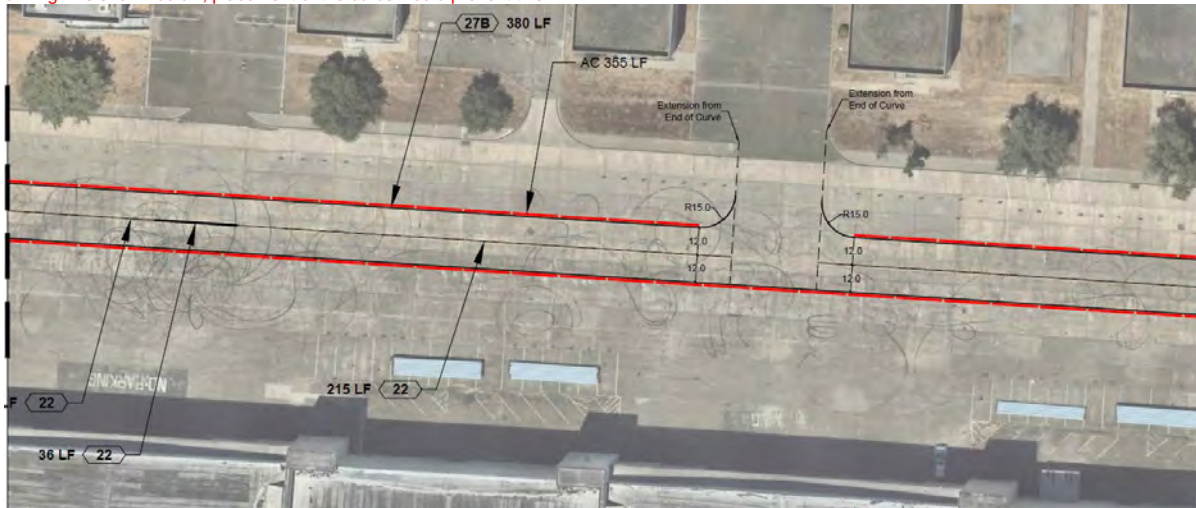
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Thanks.

Trish

Trish Herrera Spencer  
Councilmember



**Alameda Police Department  
Main Street / West Atlantic Area  
Area: 503, 502, and 114,**

**Date Range: January 2021 through April 2024**

Case #	Connection	Case Location	Area	Beat	Offense Code 1	Offense #1 Desc
21-00762	D	100 WEST ATLANTIC AVENUE	502	5	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
21-03725	D	MAIN STREET/WEST ATLANTIC AVENUE	114	1	901	Collision Non Injury
21-04038	D	100 WEST ATLANTIC AVENUE	502	1	901	Collision Non Injury
22-00301	S	95 WEST ATLANTIC AVENUE	113	13	20001(B)(2) VC	Hit and run resulting in permanent injury or death - All other offenses (F)
22-01719	RP	WEST TOWER AVENUE/HANCOCK STREET	503	11	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-00239	D	WEST ATLANTIC AVENUE/FERRY POINT	503	11	901	Collision Non Injury
23-02289	D	MAIN STREET/WEST MIDWAY AVENUE	113	13	901	Collision Non Injury
23-02494	S	WEST ATLANTIC AVENUE/FERRY POINT	503	11	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-02495	S	WEST ATLANTIC AVENUE/FERRY POINT	503	11	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-03981	D	ORION STREET/WEST TOWER AVENUE	503	11	901	Collision Non Injury
23-04227	S	WEST ATLANTIC AVENUE/FERRY POINT	503	11	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-04451	D	MAIN STREET/WEST MIDWAY AVENUE	113	13	901A	Collision Report with Injuries
23-05682	S	89 WEST ATLANTIC AVENUE	503	11	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-08502	S	MAIN STREET/WEST ATLANTIC AVENUE	114	13	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-08506	S	1930 MAIN STREET	114	13	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req
23-08569	S	WEST ATLANTIC AVENUE/MAIN STREET	503	11	20002(A)(1) VC	Hit & Run Prop Damag:Locate/Owner Req

**Total = 16**

**From:** [Trish Spencer](#)  
**To:** [Lara Weisiger](#)  
**Subject:** Fwd: May 7 agenda, Item 7-D  
**Date:** Monday, May 6, 2024 12:38:59 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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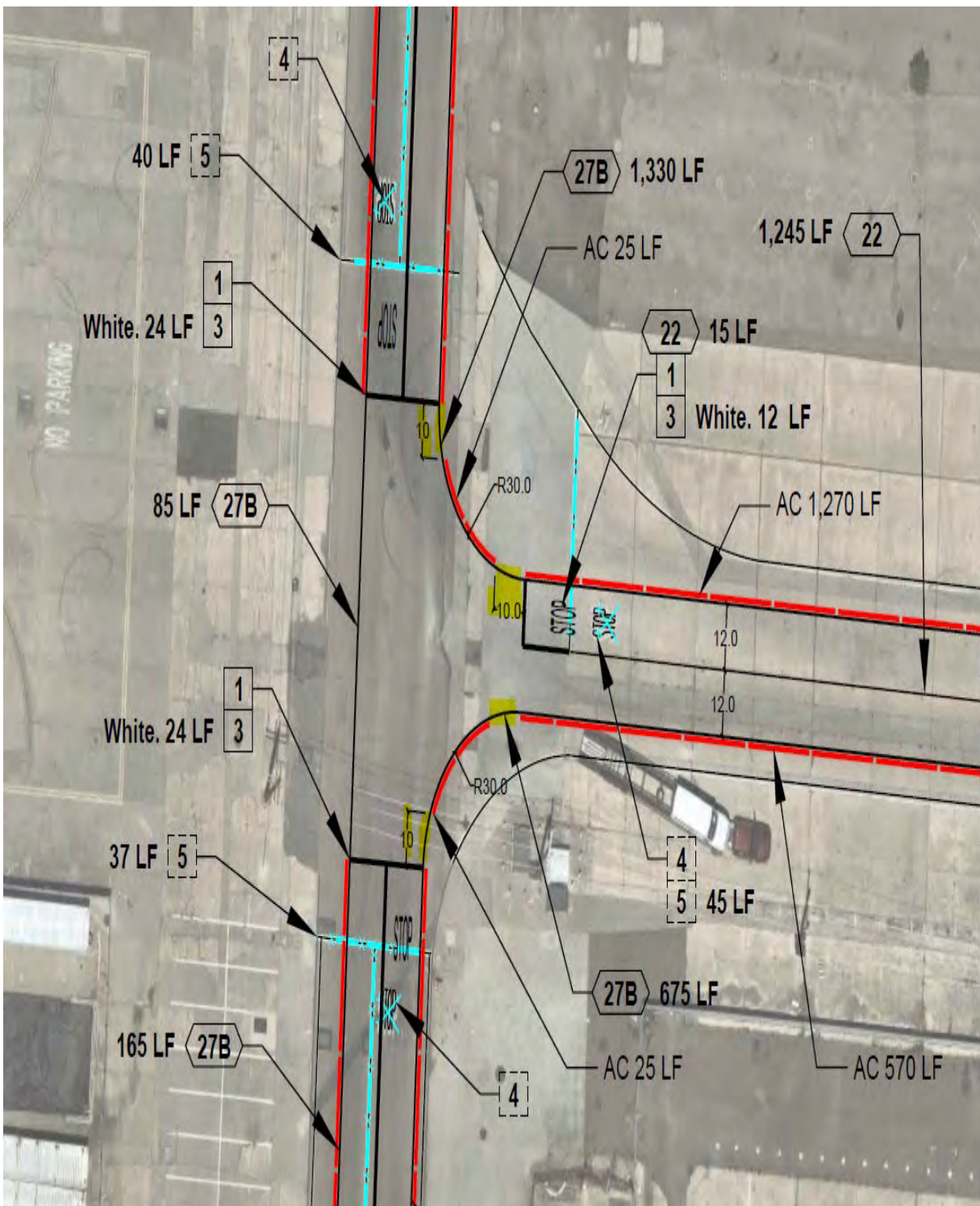
**From:** Erin Smith <ESmith@alamedaca.gov>  
**Sent:** Monday, May 6, 2024 12:23:51 PM  
**To:** Trish Spencer <tspencer@alamedaca.gov>; Jennifer Ott <jott@alamedaca.gov>  
**Cc:** Abby Thorne-Lyman <athornelyman@alamedaca.gov>; Nishant Joshi <njoshi@alamedaca.gov>; Yibin Shen <yshen@alamedaca.gov>; Amy Wooldridge <AWooldridge@alamedaca.gov>; Scott Wikstrom <swikstrom@alamedaca.gov>  
**Subject:** RE: May 7 agenda, Item 7-D

Hi Trish,

Your understanding is correct. I would add that adjacent to and parallel to the asphalt curb will be a solid white line marking the edge of the travel lane. I acknowledge this an unusual solution; however, Alameda Point is a unique place, which demands creative solutions. Staff believe the new lane markings and reflective paint on the ends of the curb will provide ample visibility. Staff can always take direction from Council on a different approach entirely or modifications to the temporary asphalt curb approach.

The two foot cutouts are primarily to allow for roadway drainage. They are not meant to provide access for mobility scooters, strollers, etc...to move in and out of the travel lane. This is similar to a typical street with curb and sidewalk. There will be 10 foot cutouts in the temporary asphalt curb at intersections where there would typically be a curb ramp. See the example intersection below (Tower/Monarch) with the cutouts highlighted. Pedestrians, including those using a mobility device, are encouraged to cross at intersections.

Thank you,  
Erin



**From:** Trish Spencer <tspencer@alamedaca.gov>

**Sent:** Friday, May 3, 2024 6:43 PM

**To:** Erin Smith <ESmith@alamedaca.gov>; Jennifer Ott <jott@alamedaca.gov>

**Cc:** Abby Thorne-Lyman <athornelyman@alamedaca.gov>; Nishant Joshi <njoshi@alamedaca.gov>; Yibin Shen <yshen@alamedaca.gov>; Amy Wooldridge <AWooldridge@alamedaca.gov>; Scott Wikstrom <swikstrom@alamedaca.gov>

**Subject:** Re: May 7 agenda, Item 7-D

Hi Erin,

Thank you for meeting with me. I appreciate these modifications. The wider street will make it easier to pass bicyclists, making it safer for everyone. Not extending on Monarch by the businesses will make it safer for pedestrians, not having to step off the existing curb and then over this additional curb.

Do you know of a street in Alameda where the travel lanes are 13 feet wide (no street parking) for comparison?

It's my understanding that:

1. the lengths of continuous curb will be 20 feet with 2 ft. cutouts;
2. only the tips will be painted reflective; the rest will be the natural asphalt color.

I've attached pics of West Tower and Monarch to show:

1. No street lights on that part of West Tower;
2. No street lights at intersection of West Tower and Monarch;
3. No street lights on Monarch south of West Tower;
4. Only 6 temporary/solar street lights on the west side of Monarch Street north of West Tower, none on the east side.

My concerns include that:

1. Most of the lengths of these asphalt curbs will not be visible, especially at night. It's very unusual to have free standing curbs along roadways. Where else is this design locally? I think an extremely hazardous design, especially on a dark road. I truly believe that if staff recommends this, they should be painted a reflective white or yellow the entire length. The road is already in terrible condition and cars already have to navigate/swerve to avoid hitting metal, holes, uneven surface, rocks, etc.

2. Two foot cutouts are not wide enough for most mobility scooters and 3 wheel/recumbent bicycles/tricycles. Thus, those riders, many of whom are disabled, will not have the same accessibility and options of moving in and out of these raised asphalt strips, depending upon traffic, road conditions, etc. My understanding is that those are usually 24-30 inches wide. Is it possible to have the cutouts be 3 ft wide? Then all riders, including disabled, can get out of the street if they want to or vice versa and not be trapped until the next cross street? Cars are still constrained at 3 feet openings. Why is staff recommending the cutouts be 2 feet only?

Jogging strollers are also usually 26+ inches wide.



3. Add cutouts at corners/intersections so not trapped inside or on street and can cross street/move next to buildings without lifting bike over asphalt curb.

Thank you for your consideration.

Trish

Trish Herrera Spencer  
Councilmember

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**From:** Erin Smith <[ESmith@alamedaca.gov](mailto:ESmith@alamedaca.gov)>  
**Sent:** Friday, May 3, 2024 4:49:40 PM  
**To:** Jennifer Ott <[jott@alamedaca.gov](mailto:jott@alamedaca.gov)>; Trish Spencer <[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)>  
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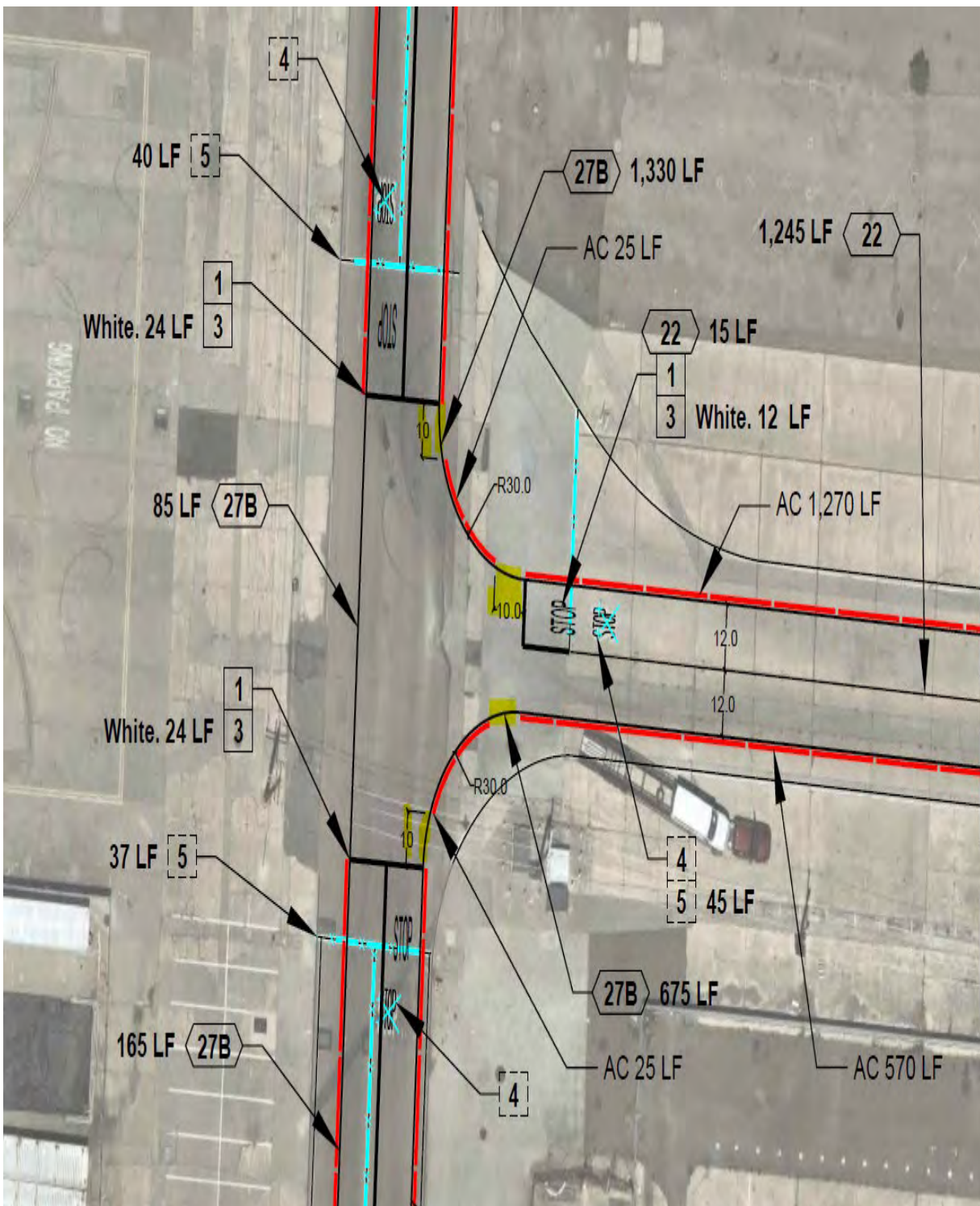
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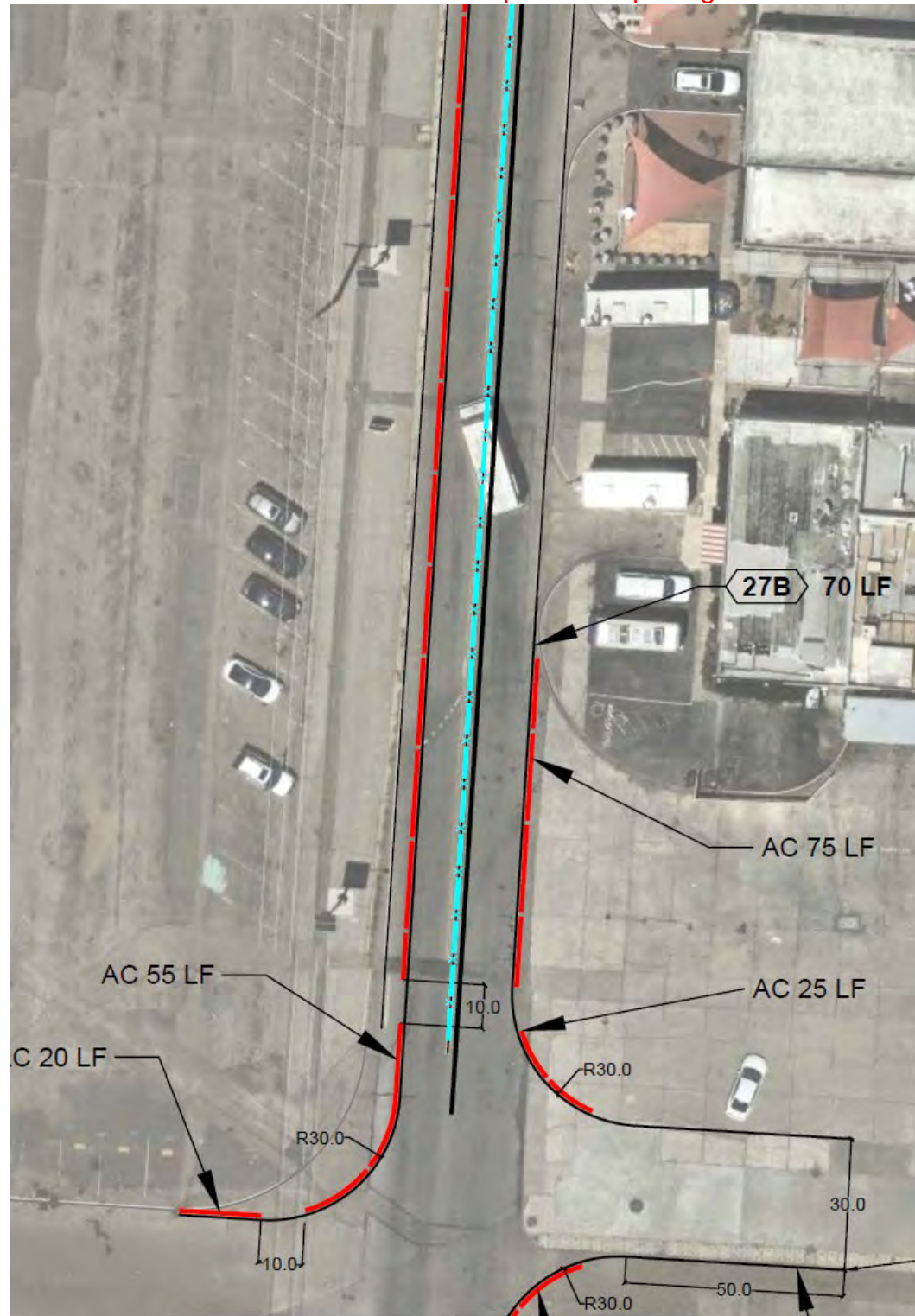
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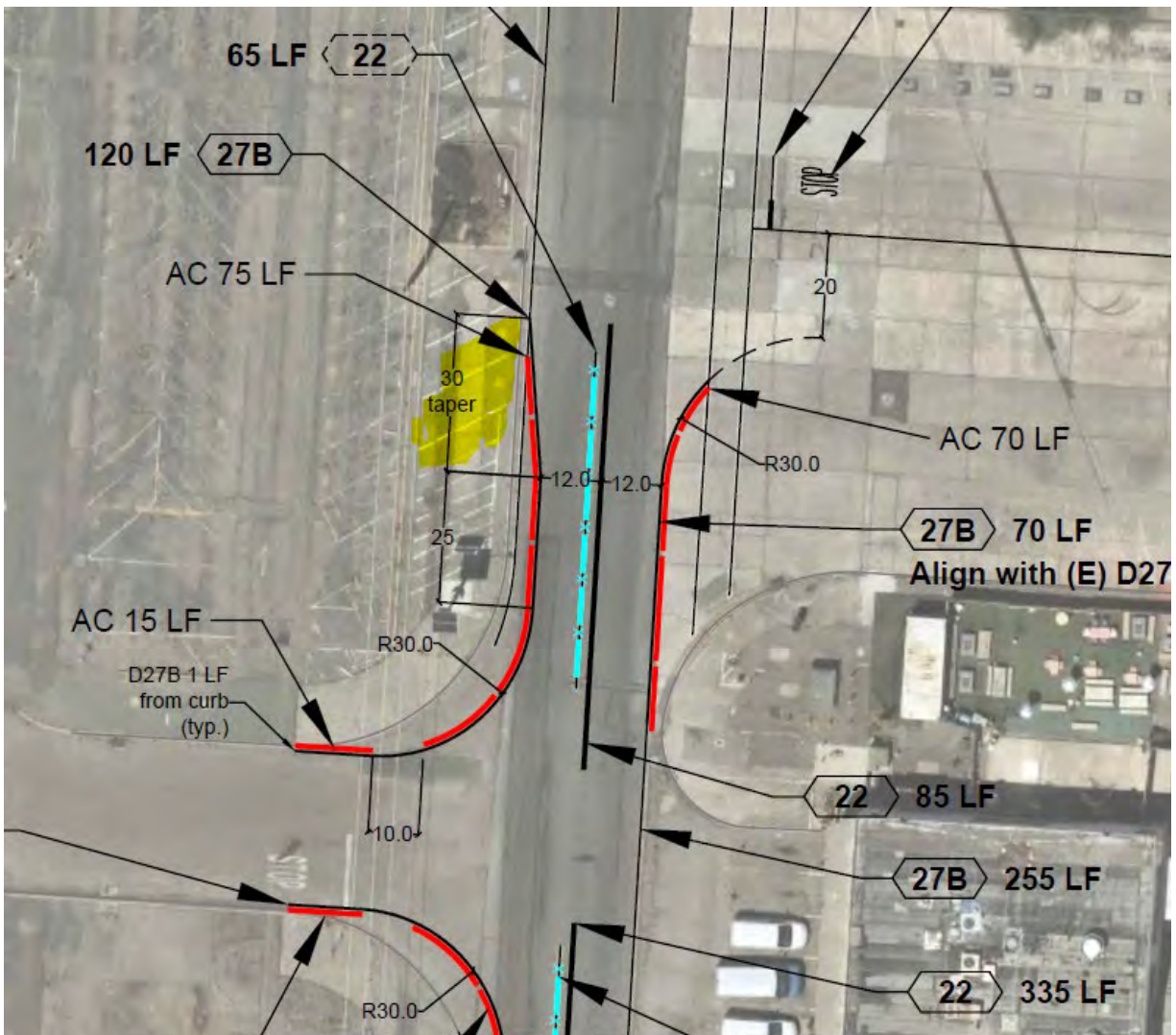


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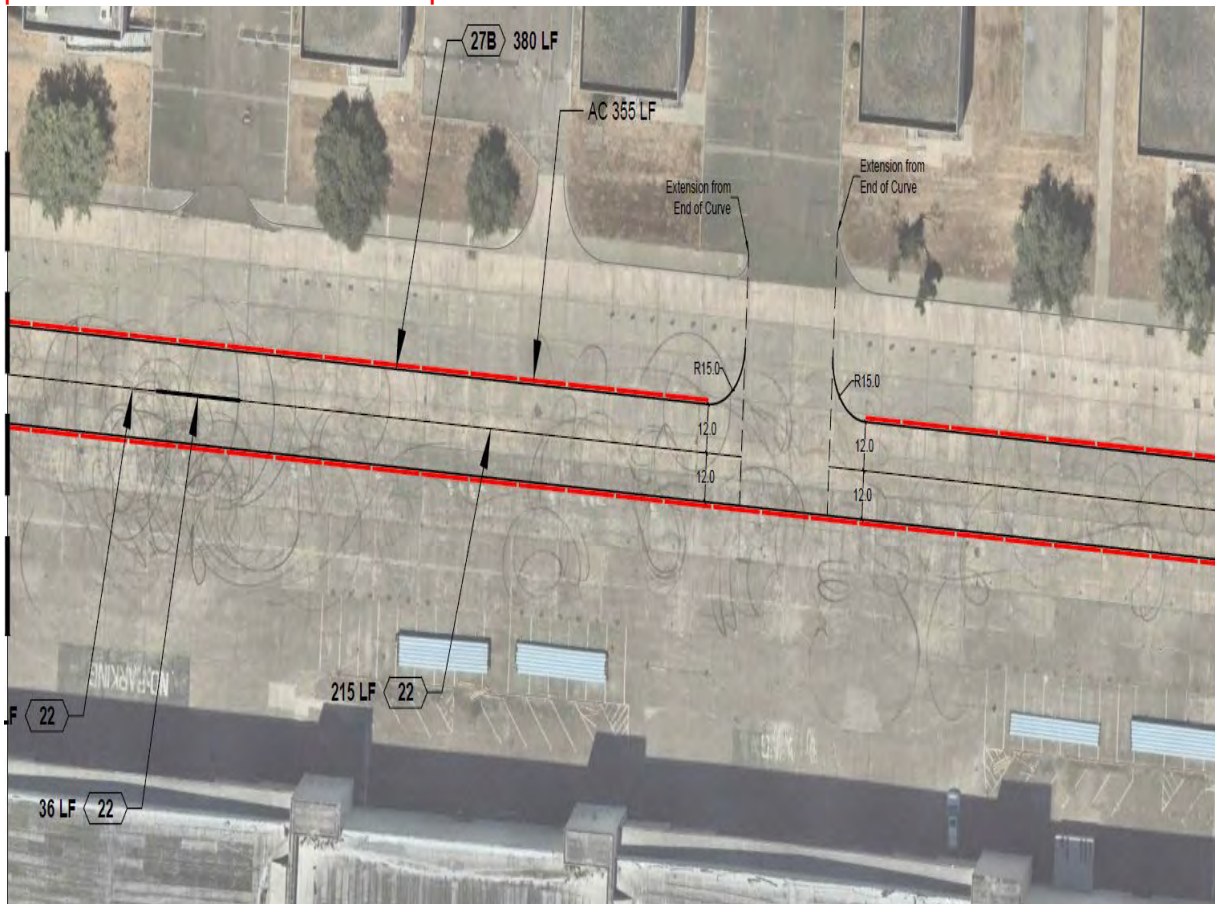


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Thanks.

Trish

Trish Herrera Spencer  
Councilmember



## &lt; Exhibit 2 Tempor...



Exhibit 2—Locations of Asphalt Curbs





sideshows and other unsafe driving activity in the off-stre City has installed lockable gates and bollards with chains will be installing new fencing to restrict access to the parl be completed by the end of April. See Exhibit 1.

- **Temporary Asphalt Curbs in Western Part of Alameda (Midway Avenue).** In advance of the ultimate roadway co Master Infrastructure Plan for Alameda Point, Public Wor locations that will narrow and better define travel lanes a Avenue at Monarch Street where a couple of recent unsar roadway will also calm traffic, reduce pedestrian crossing The temporary asphalt curb will remain in place until the fi of a temporary asphalt curb.



Figure 1. Temporary Asphalt Curb

As depicted on Exhibit 2, the temporary asphalt curb will West Midway Avenue from Lexington Street to Monarch coordinating with the Navy and tenants for the location asphalt curbing can be installed in future phases to further

**From:** [Trish Spencer](#)  
**To:** [Lara Weisiger](#)  
**Subject:** Fwd: May 7 agenda, Item 7-D  
**Date:** Monday, May 6, 2024 12:38:59 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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**Sent:** Monday, May 6, 2024 12:23:51 PM  
**To:** Trish Spencer <tspencer@alamedaca.gov>; Jennifer Ott <jott@alamedaca.gov>  
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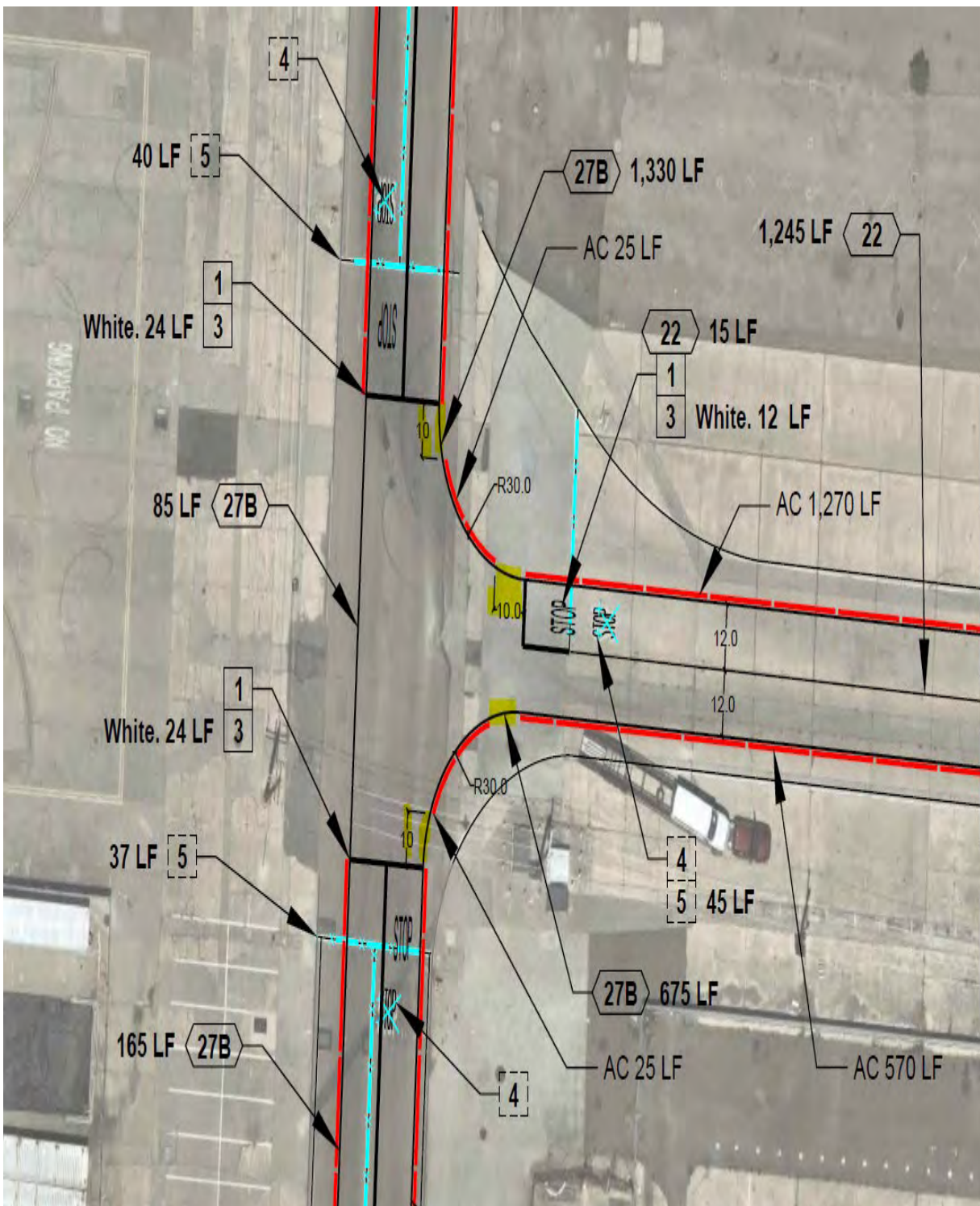
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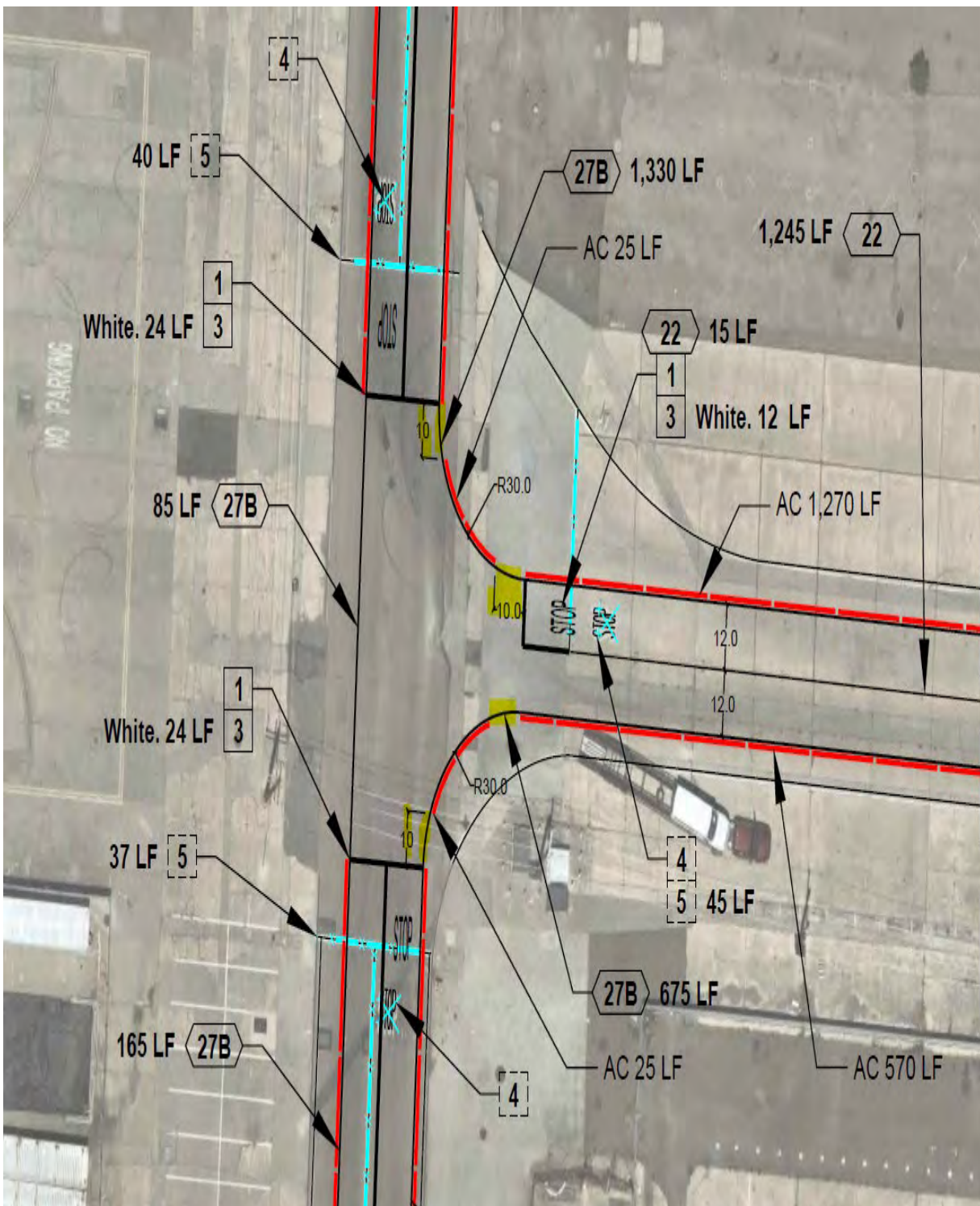
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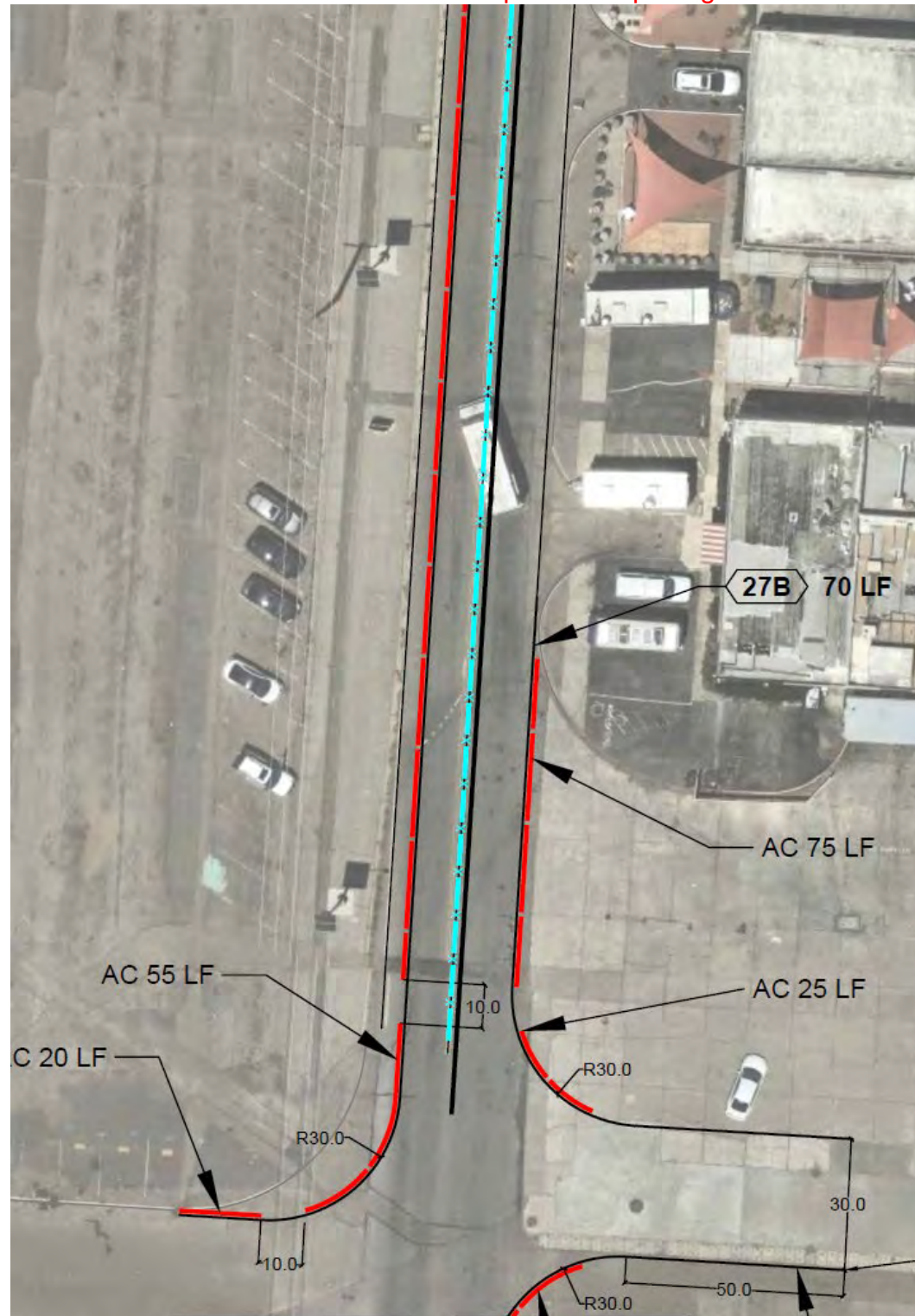
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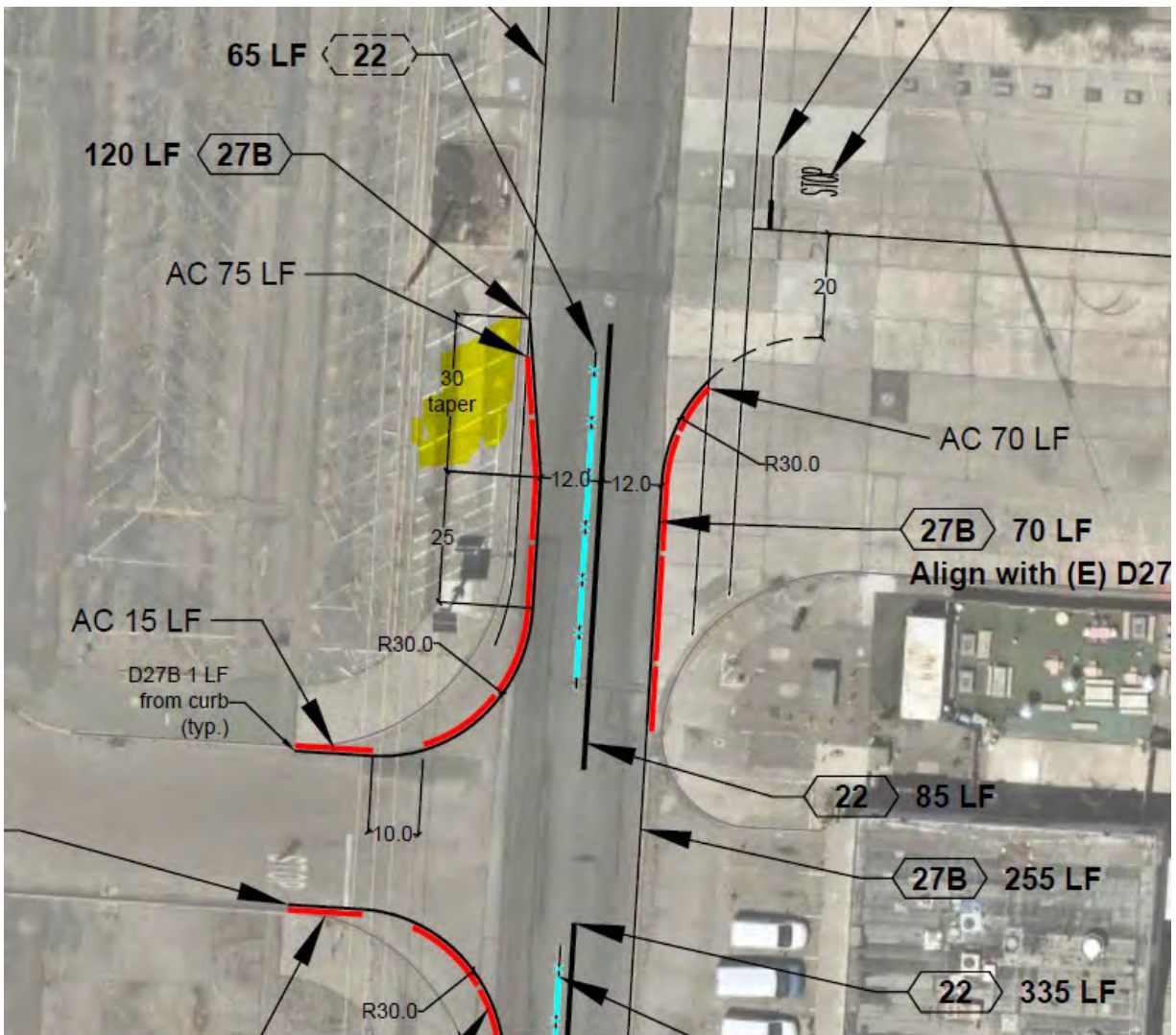
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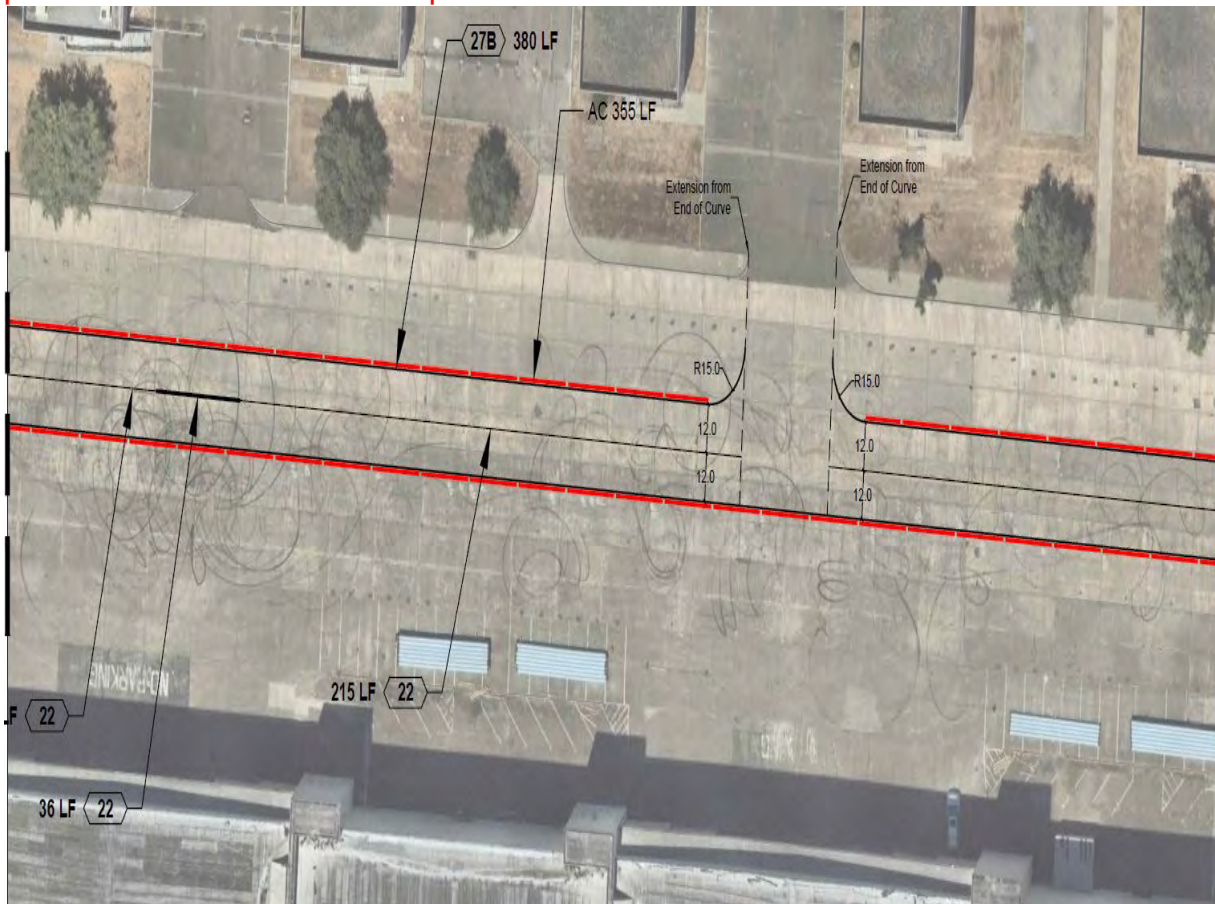
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Will the City be adding lights simultaneously? Area very dark. **The electrical infrastructure needed for additional street lighting will be added as part of the forthcoming backbone improvements. We acknowledge some of the solar street lights on Monarch may have some operational issues. We are working to ensure new batteries on all the lights.**

Why not add sidewalk now? Adding sidewalk now is cost prohibitive. Doing so will take place as part of the planned backbone improvements under design now. Assuming the City sells buildings at Alameda Point or otherwise secures construction dollars, the full street reconstruction is expected to be underway in 2026.

How does the temporary asphalt curb prevent sideshows? Environmental design measures are part of a larger solution to prevent sideshows and reckless driving. Placing the asphalt curb makes existing large open areas less conducive for reckless driving. The tire marks on W Midway are from reckless driving. As shown below, placement of the curbs would prevent this.



Do you have accident information from the corner of Main and West Atlantic, down West Atlantic to West Tower to Monarch Street, including vehicles, bicyclists and people tripping/falling since road changes on West Atlantic, Pan Am and West Tower? We will work with the Police Department to gather this information.

Is it possible to add a dip sign on West Atlantic @ Main? There's a big dip there driving through intersection from Ralph Appezato Memorial Parkway to West Atlantic and vice versa and no warning. We will look into this. Thank you for the information.

New sidewalk by DOER has big drop to parking from street crosswalk. Why? Dangerous. What's plan to make that smooth with parking? We are aware of this condition. The contractor missed installing a ramp down to existing grade, similar to what was installed on the southeast corner of Tower/Pan Am. The contractor is



scheduling the work. The elevation change is most notable at this intersection because east of Pan Am the grade will be raised to address flooding and sea level rise. West of Pan Am, or the Historic District, the buildings and elevation of the roadways will generally be preserved. The intersection of Tower and Pan Am is at the juxtaposition and until all surrounding improvements are built there will be these types of transitions.

Thanks.

Trish

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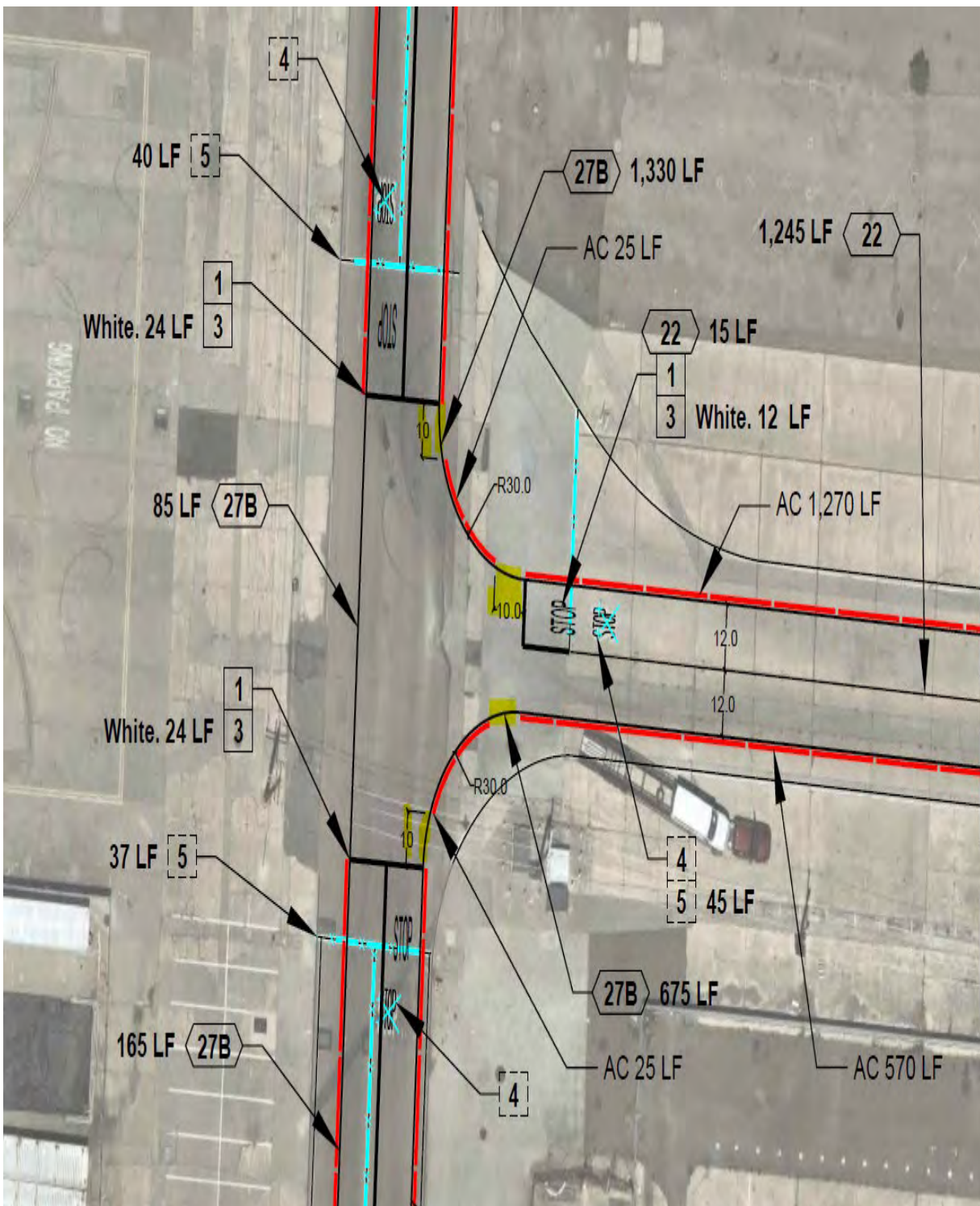
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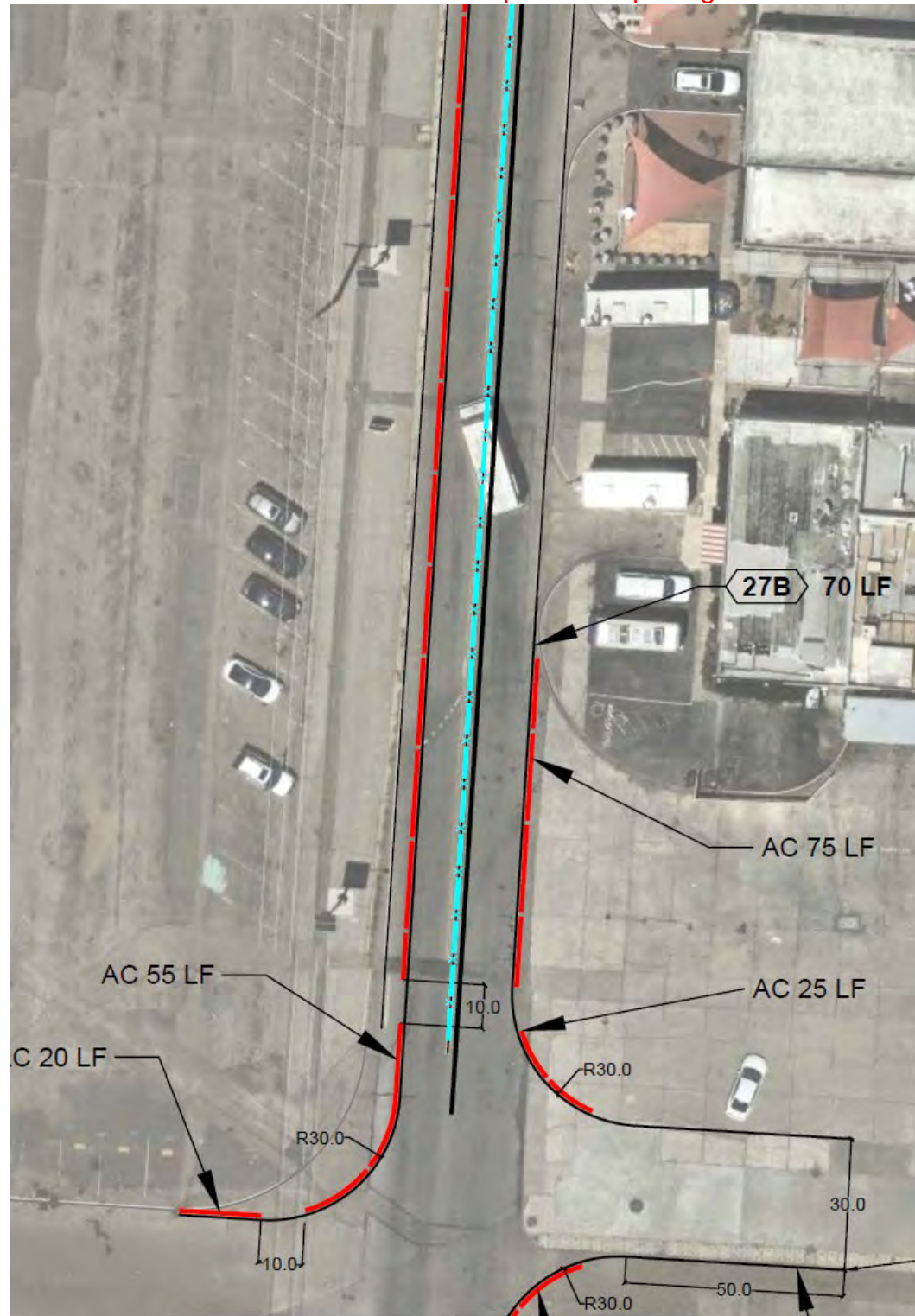
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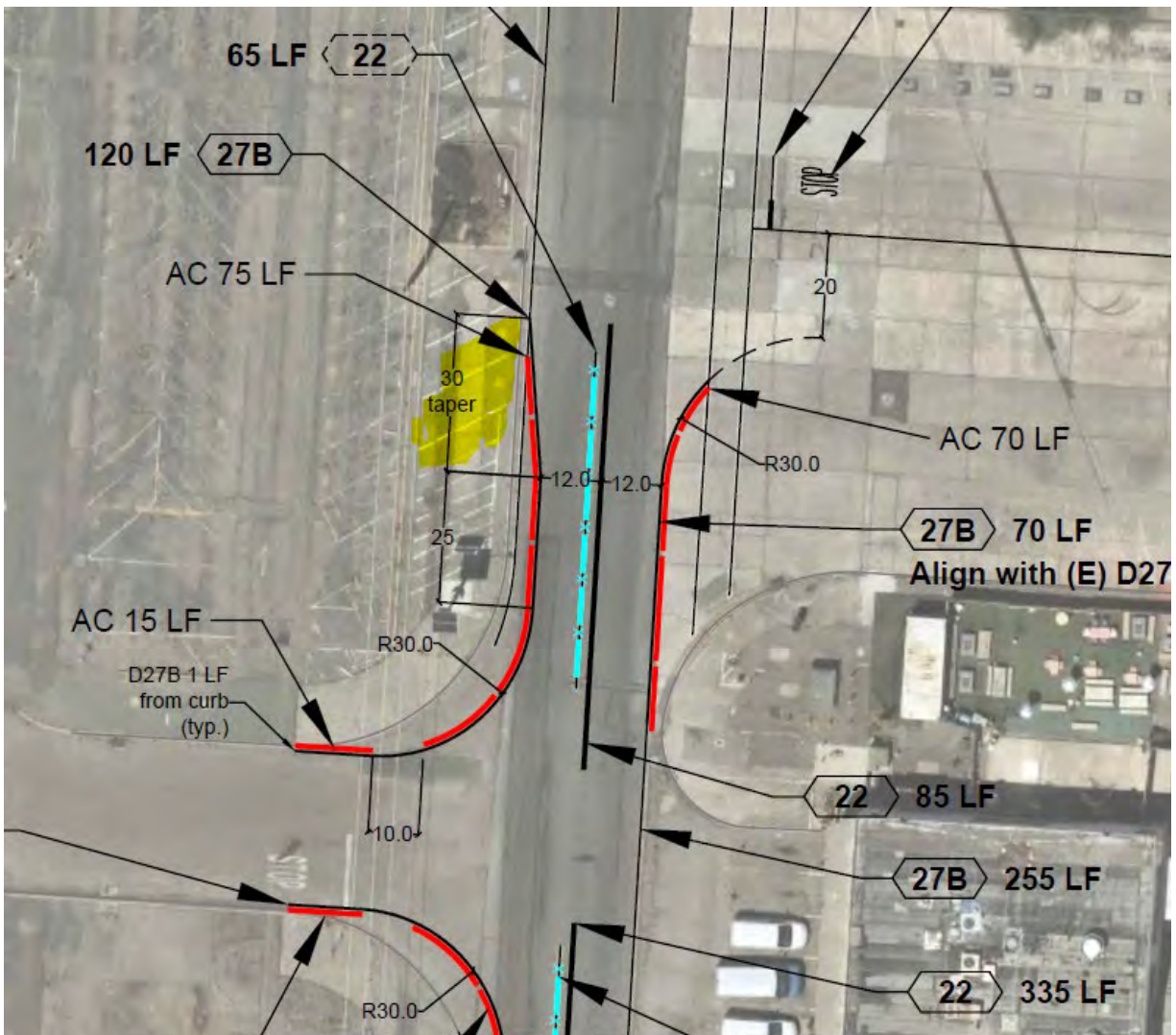


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Is parking being removed or accessible via openings at ends? Please clarify openings to parking. **Three on-street angled parking stalls will be lost on Monarch Street just south of the intersection of Midway. See the photo below. Any on-site parking will remain accessible.**

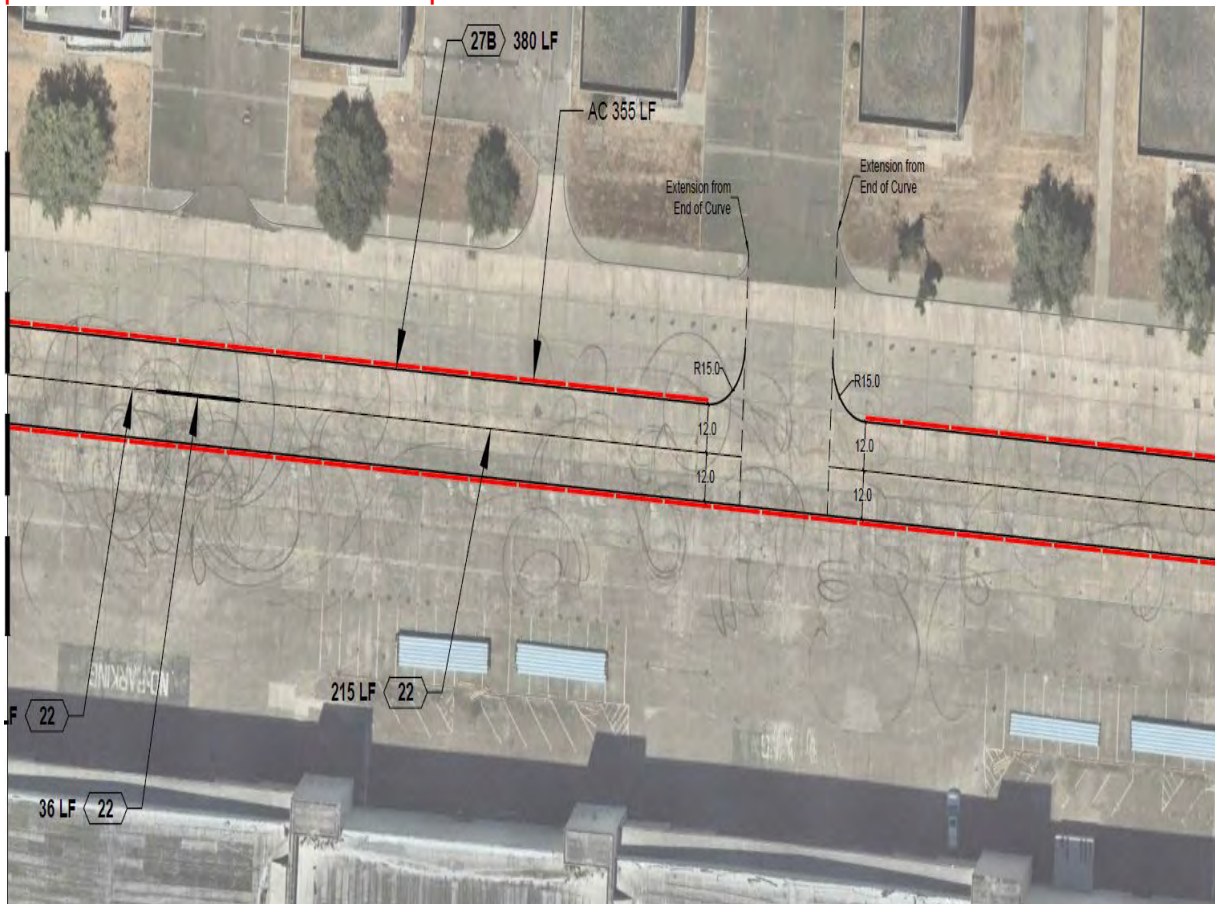


Will the City be adding lights simultaneously? Area very dark. **The electrical infrastructure needed for additional street lighting will be added as part of the forthcoming backbone improvements. We acknowledge some of the solar street lights on Monarch may have some operational issues. We are working to ensure new batteries on all the lights.**



Why not add sidewalk now? Adding sidewalk now is cost prohibitive. Doing so will take place as part of the planned backbone improvements under design now. Assuming the City sells buildings at Alameda Point or otherwise secures construction dollars, the full street reconstruction is expected to be underway in 2026.

How does the temporary asphalt curb prevent sideshows? Environmental design measures are part of a larger solution to prevent sideshows and reckless driving. Placing the asphalt curb makes existing large open areas less conducive for reckless driving. The tire marks on W Midway are from reckless driving. As shown below, placement of the curbs would prevent this.



Do you have accident information from the corner of Main and West Atlantic, down West Atlantic to West Tower to Monarch Street, including vehicles, bicyclists and people tripping/falling since road changes on West Atlantic, Pan Am and West Tower? We will work with the Police Department to gather this information.

Is it possible to add a dip sign on West Atlantic @ Main? There's a big dip there driving through intersection from Ralph Appezato Memorial Parkway to West Atlantic and vice versa and no warning. We will look into this. Thank you for the information.

New sidewalk by DOER has big drop to parking from street crosswalk. Why? Dangerous. What's plan to make that smooth with parking? We are aware of this condition. The contractor missed installing a ramp down to existing grade, similar to what was installed on the southeast corner of Tower/Pan Am. The contractor is

scheduling the work. The elevation change is most notable at this intersection because east of Pan Am the grade will be raised to address flooding and sea level rise. West of Pan Am, or the Historic District, the buildings and elevation of the roadways will generally be preserved. The intersection of Tower and Pan Am is at the juxtaposition and until all surrounding improvements are built there will be these types of transitions.

Thanks.

Trish

Trish Herrera Spencer  
Councilmember



**From:** [Trish Spencer](#)  
**To:** [City Clerk](#)  
**Subject:** Fwd: May 7 agenda, Item 7-D  
**Date:** Wednesday, May 1, 2024 1:55:40 PM

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**From:** tspencer@alamedaca.gov <tspencer@alamedaca.gov>  
**Sent:** Monday, April 29, 2024 2:21:39 PM  
**To:** jott@alamedaca.gov <jott@alamedaca.gov>  
**Cc:** yshen@alamedacityattorney.org <yshen@alamedacityattorney.org>; Erin Smith <ESmith@alamedaca.gov>  
**Subject:** May 7 agenda, Item 7-D

Hi Jen,

Additional questions.

1. The pic of temporary asphalt curb. Where is that? Has the City already started adding these at the Point? If that's currently on City property my suggestion paint with reflective paint (e.g., yellow, white) so more visible. I think dangerous.

2. What are width and height dimensions of temporary asphalt curb?

Exhibit 2 - Locations of temporary asphalt curbs.

3. What will width of streets be in between curbs (i.e., from edge of inside curb to edge of inside curb)?

My concerns include not visible, easily tripped over, run into, prohibits current biking and pedestrian movement/flow. Dangerous.

Bicyclists currently seamlessly bike from street to pavement (area between buildings and road). Here, they will have to choose one or other. Road in bad condition and pavement (area between roads and buildings) worse and bicyclists, including families, go from one to the other depending upon traffic. Here, they'll either get stuck in front of cars or have to choose pavement which is mostly in worse condition than road.

Pedestrians walk back and forth across streets and will have to step over or trip, including in the dark. Some have strollers, wagons, etc.

When Rock Wall was open, they regularly had events where people would park across the street. There appears to be small cutouts at both ends. Is that the City's plan to have people access area through those cutouts? If so, what are lengths of openings? Can measurements of openings be added to pic?

There was recently an event on side of building near Urban Legend and people parked by

Tower and across from that building. Will there still be an opening to drive into parking across from Tower lot? If so, how long? Dimensions of openings are missing.

Is parking being removed or accessible via openings at ends? Please clarify openings to parking.

Will the City be adding lights simultaneously? Area very dark.

Why not add sidewalk now?

How does the temporary asphalt curb prevent sideshows?

Do you have accident information from the corner of Main and West Atlantic, down West Atlantic to West Tower to Monarch Street, including vehicles, bicyclists and people tripping/falling since road changes on West Atlantic, Pan Am and West Tower?

Is it possible to add a dip sign on West Atlantic @ Main? There's a big dip there driving through intersection from Ralph Appezato Memorial Parkway to West Atlantic and vice versa and no warning.

New sidewalk by DOER has big drop to parking from street crosswalk. Why? Dangerous. What's plan to make that smooth with parking?

Thanks.

Trish

Trish Herrera Spencer  
Councilmember



Exhibit 2—Locations of Asphalt Curbs







sideshows and other unsafe driving activity in the off-street parking area. City has installed lockable gates and bollards with chains to restrict access. We will be installing new fencing to restrict access to the parking area. The project will be completed by the end of April. See Exhibit 1.

- **Temporary Asphalt Curbs in Western Part of Alameda (West Midway Avenue).** In advance of the ultimate roadway construction project, the Master Infrastructure Plan for Alameda Point, Public Works is installing temporary locations that will narrow and better define travel lanes and improve safety. West Midway Avenue at Monarch Street where a couple of recent unsafe incidents occurred. The roadway will also calm traffic, reduce pedestrian crossing time, and improve visibility. The temporary asphalt curb will remain in place until the final construction of a permanent asphalt curb.



Figure 1. Temporary Asphalt Curb

As depicted on Exhibit 2, the temporary asphalt curb will be installed along West Midway Avenue from Lexington Street to Monarch Street. The project is coordinating with the Navy and tenants for the location of the curb. The asphalt curbing can be installed in future phases to further improve safety.