

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](#)

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 7th 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.

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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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To: Trish Spencer <trishspencer@alamedaca.gov>
Cc: Erin Smith <ESmith@alamedaca.gov>; Abby Thorne-Lyman <athornelyman@alamedaca.gov>; Nishant Joshi <njoshi@alamedaca.gov>; Yibin Shen <yshen@alamedaca.gov>; Amy Wooldridge <AWooldridge@alamedaca.gov>
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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.

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Jen

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



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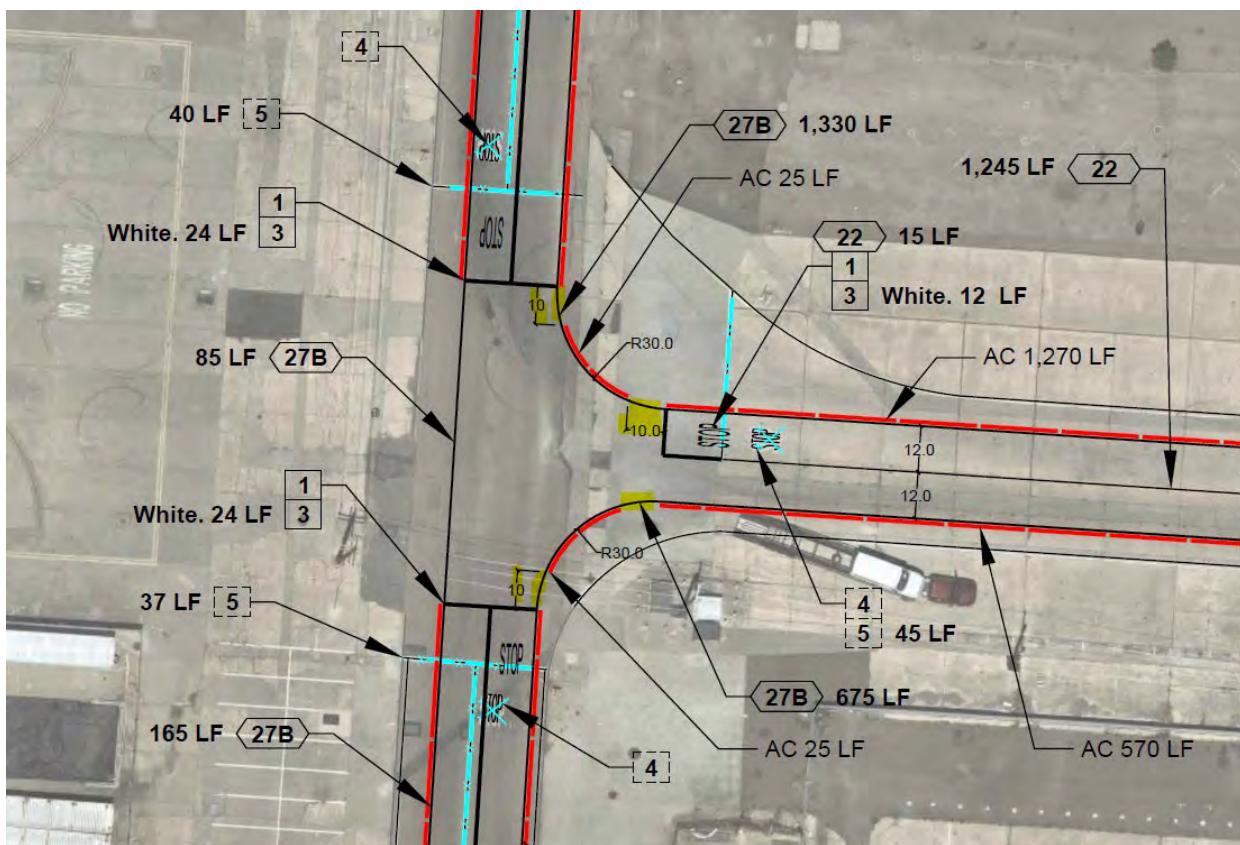
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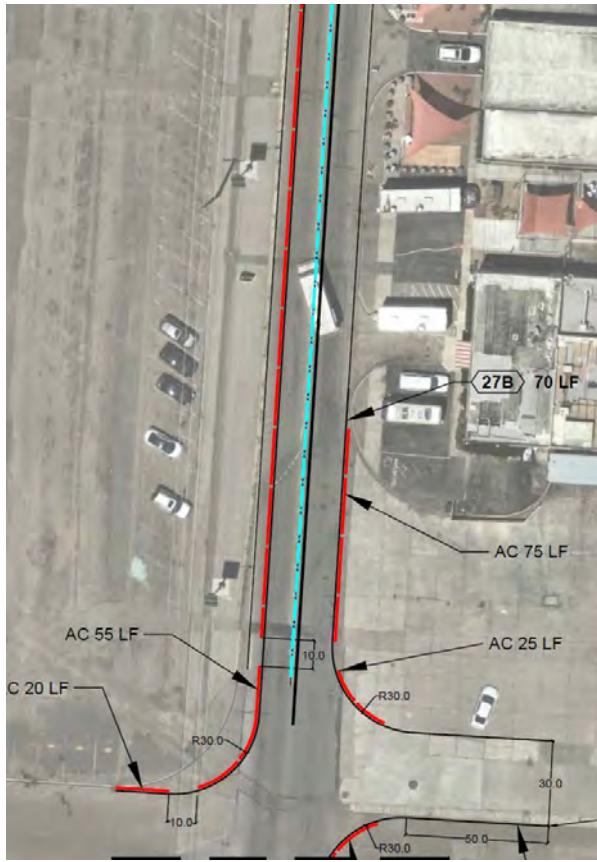
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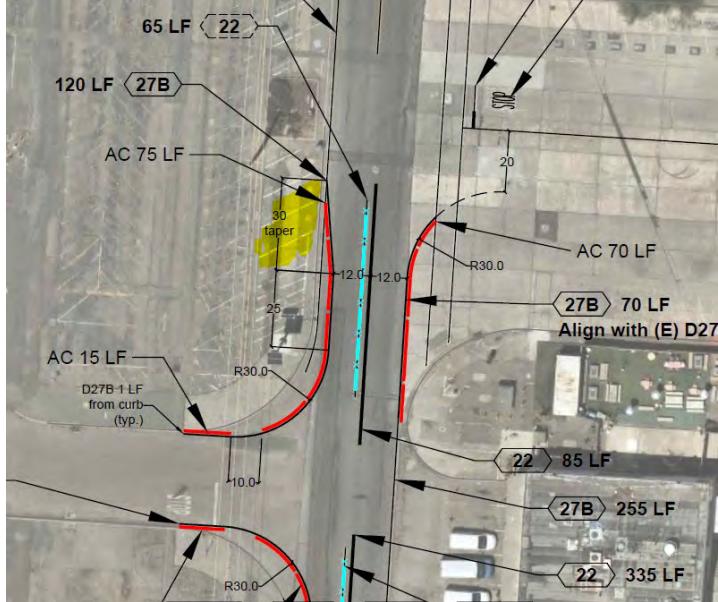
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Thanks.

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

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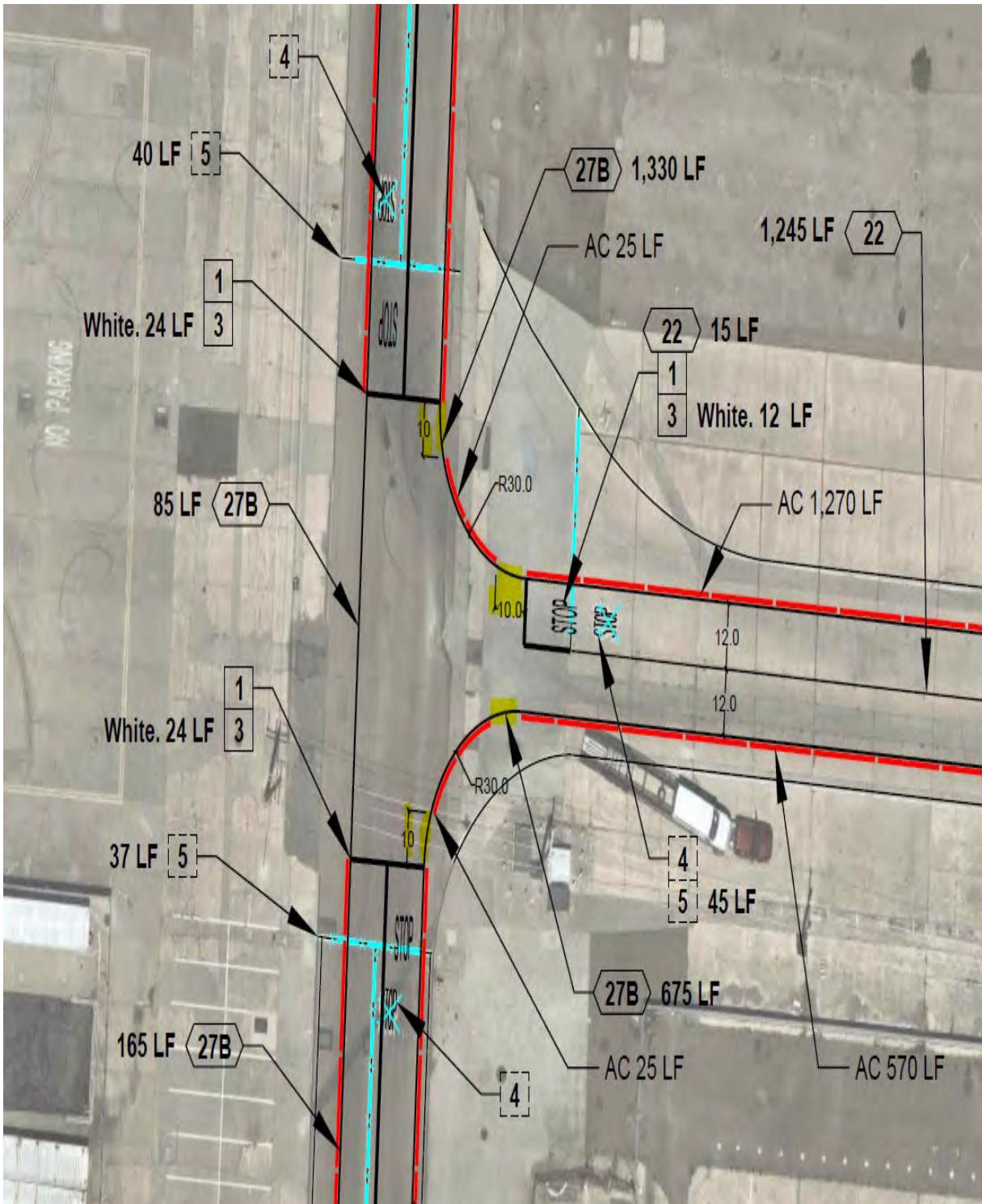
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The two foot cutouts are primarily to allow for roadway drainage. They are not meant to provide access for mobility scooters, strollers, etc...to move in and out of the travel lane. This is similar to a typical street with curb and sidewalk. There 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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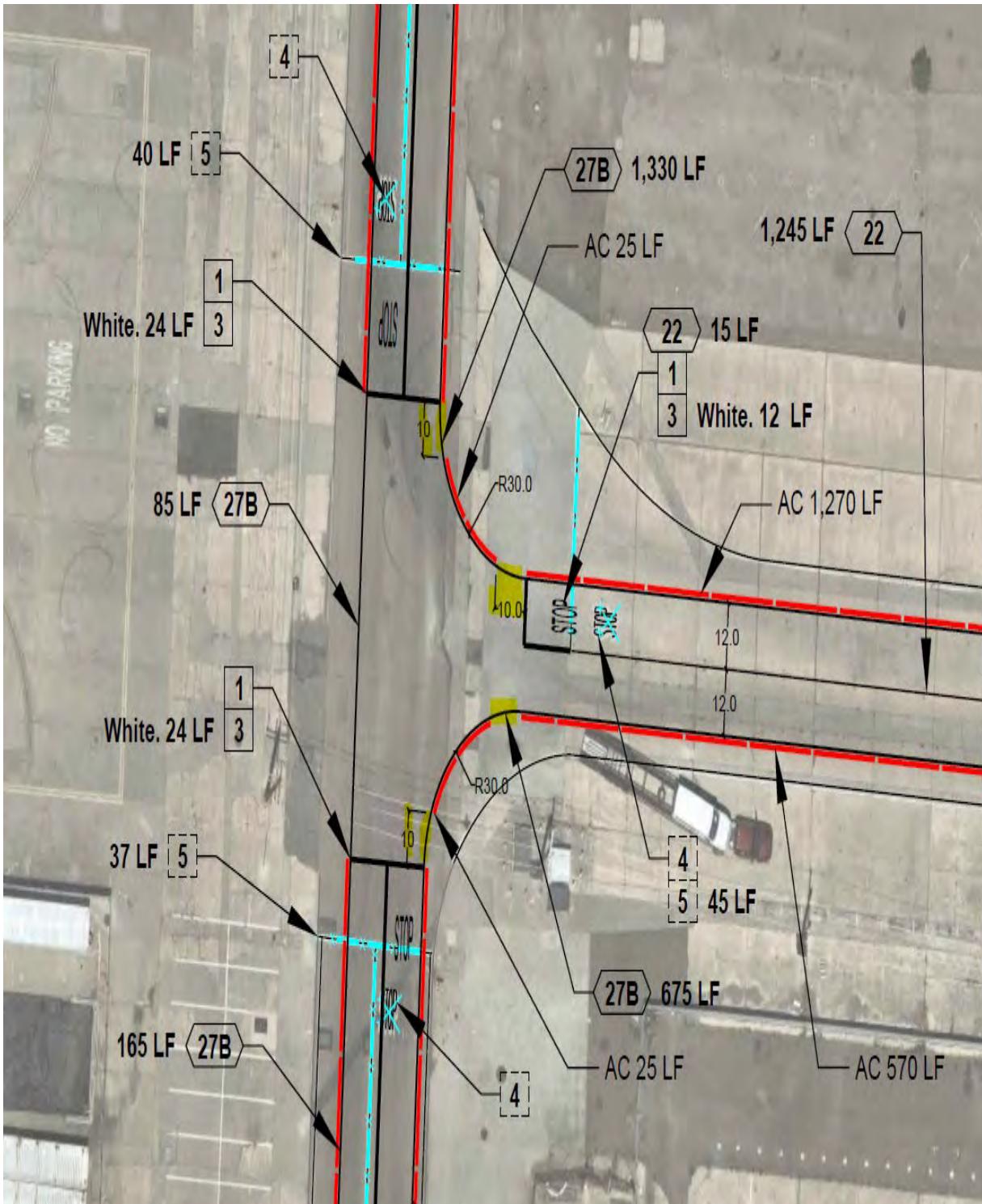
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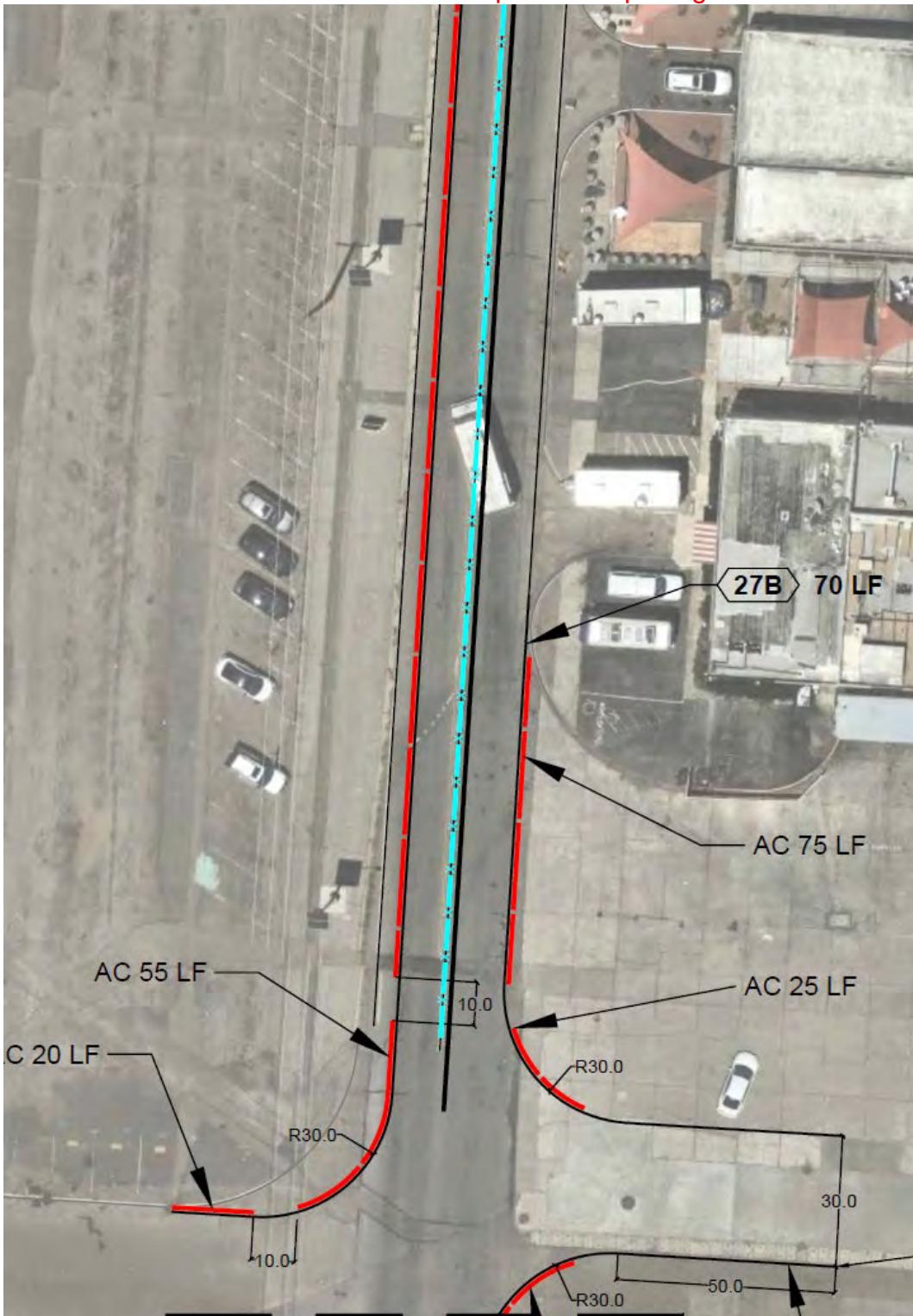
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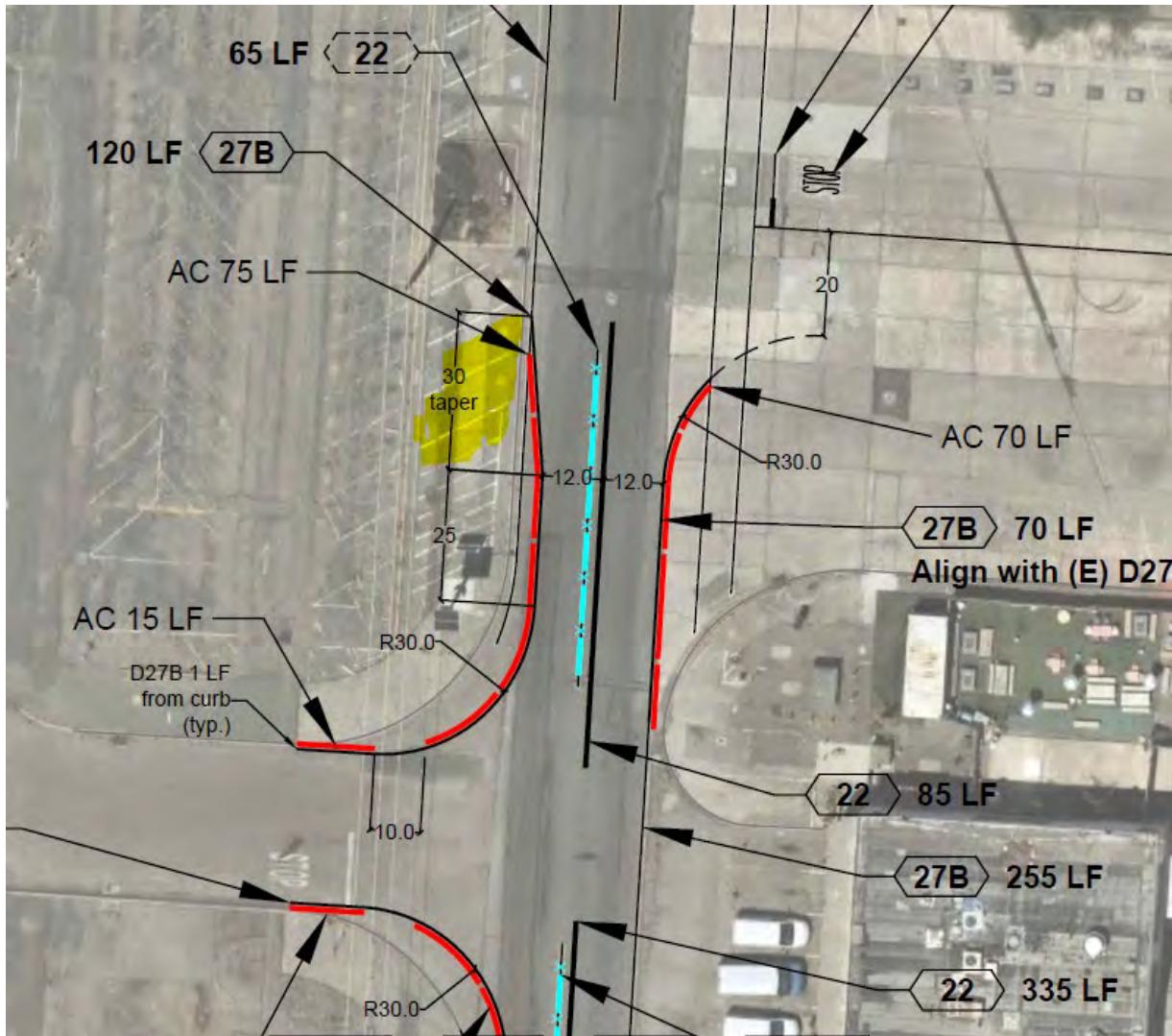


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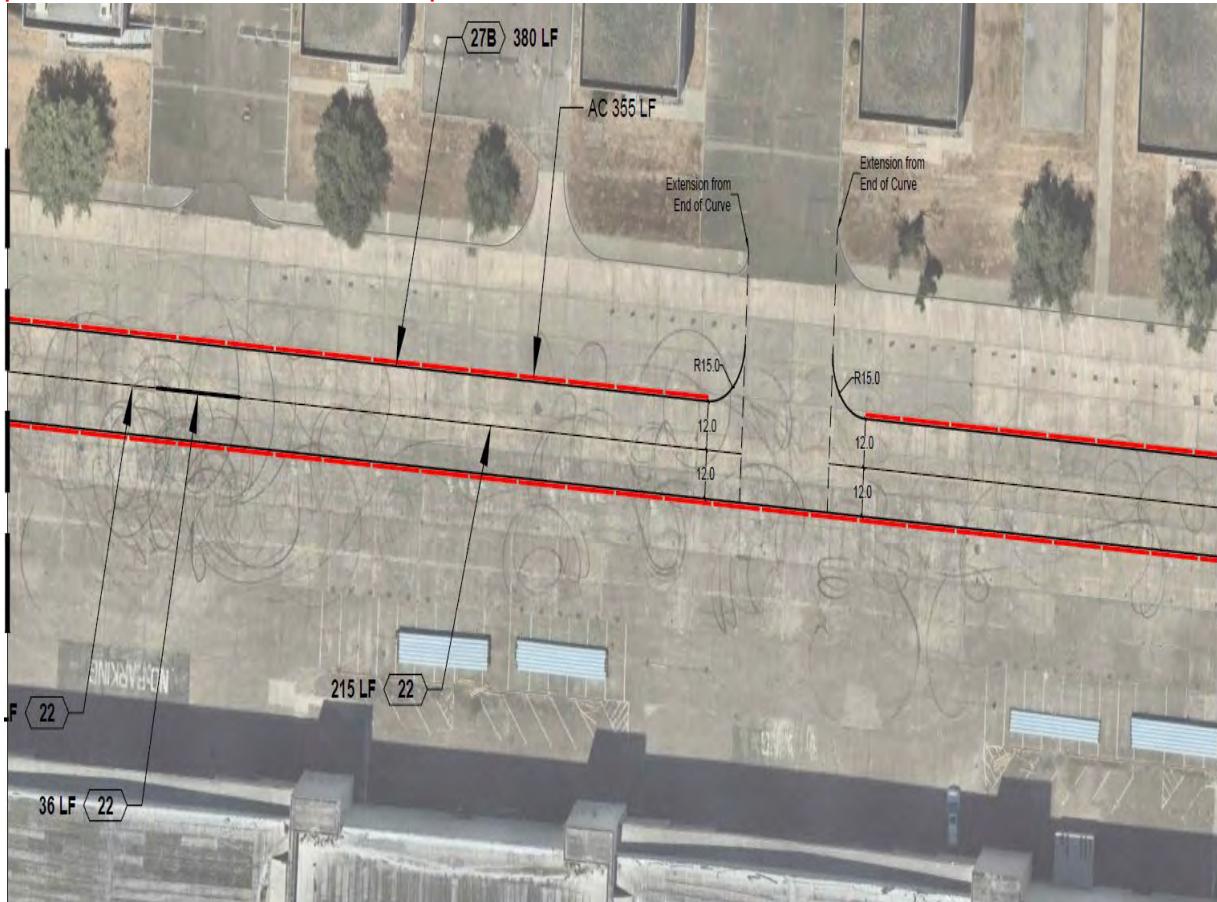
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Trish

Trish Herrera Spencer
Councilmember

Exhibit 2 Tempor...



1/1



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

- **Temporary Asphalt Curbs in Western Part of Alameda Point (West Midway Avenue).** In advance of the ultimate roadway configuration, the City will implement a Master Infrastructure Plan for Alameda Point, Public Works will be narrowing locations that will narrow and better define travel lanes and sidewalks. The temporary asphalt curb will be installed on West Midway Avenue at Monarch Street where a couple of recent unsanctioned parking spots have been removed. The temporary asphalt curb will remain in place until the final configuration of a temporary asphalt curb.



Figure 1. Temporary Asphalt Curb

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

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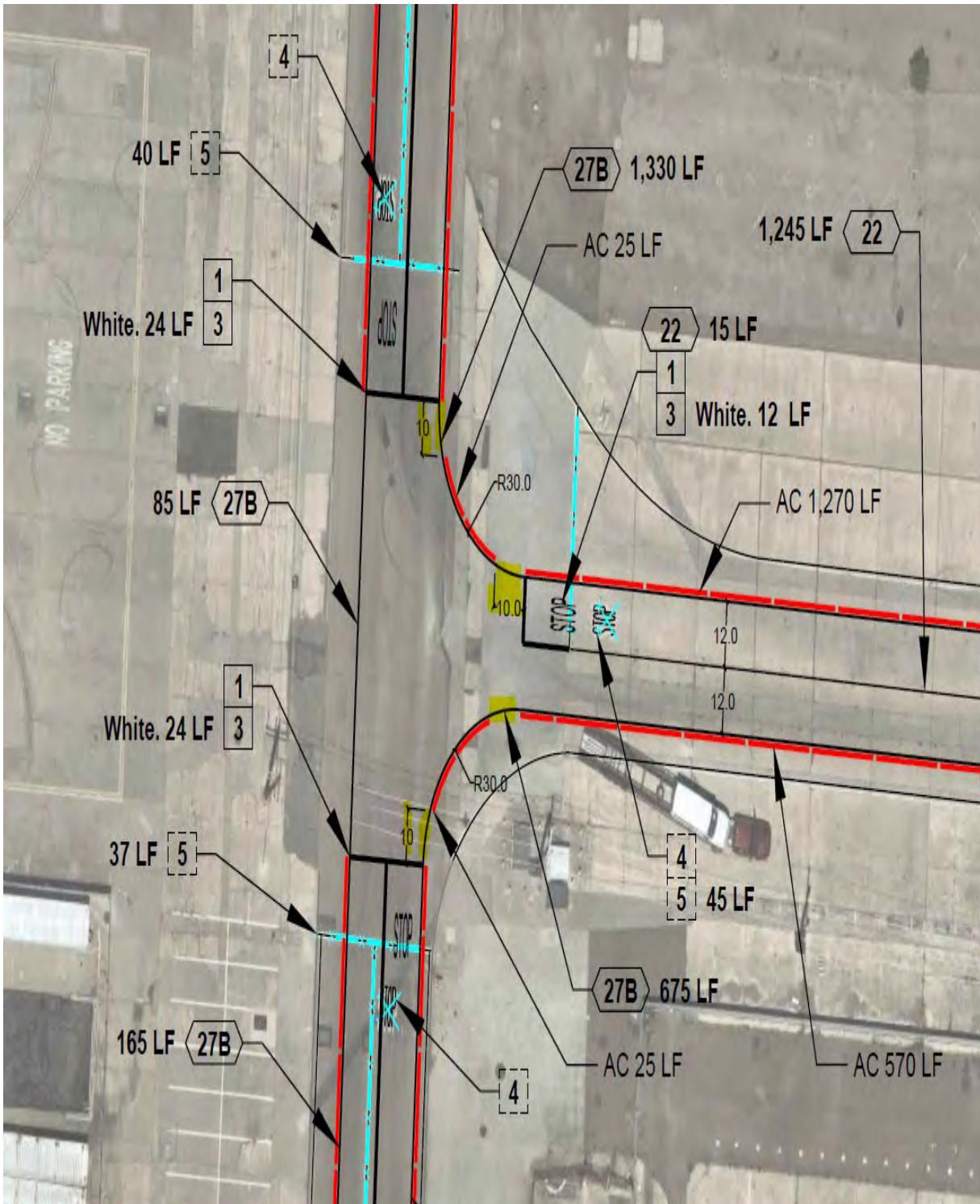
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From: Trish Spencer <tspencer@alamedaca.gov>

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

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Councilmember

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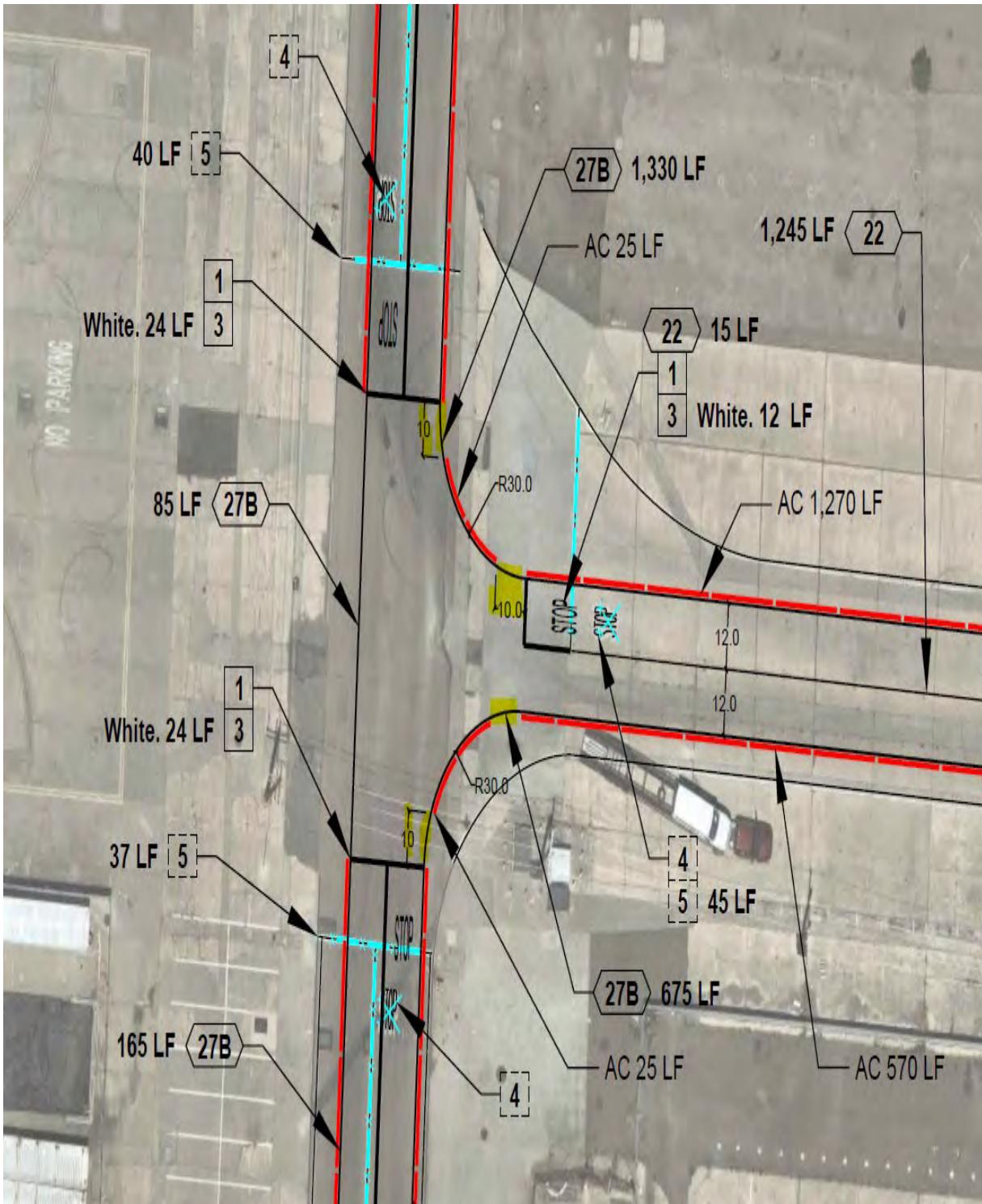
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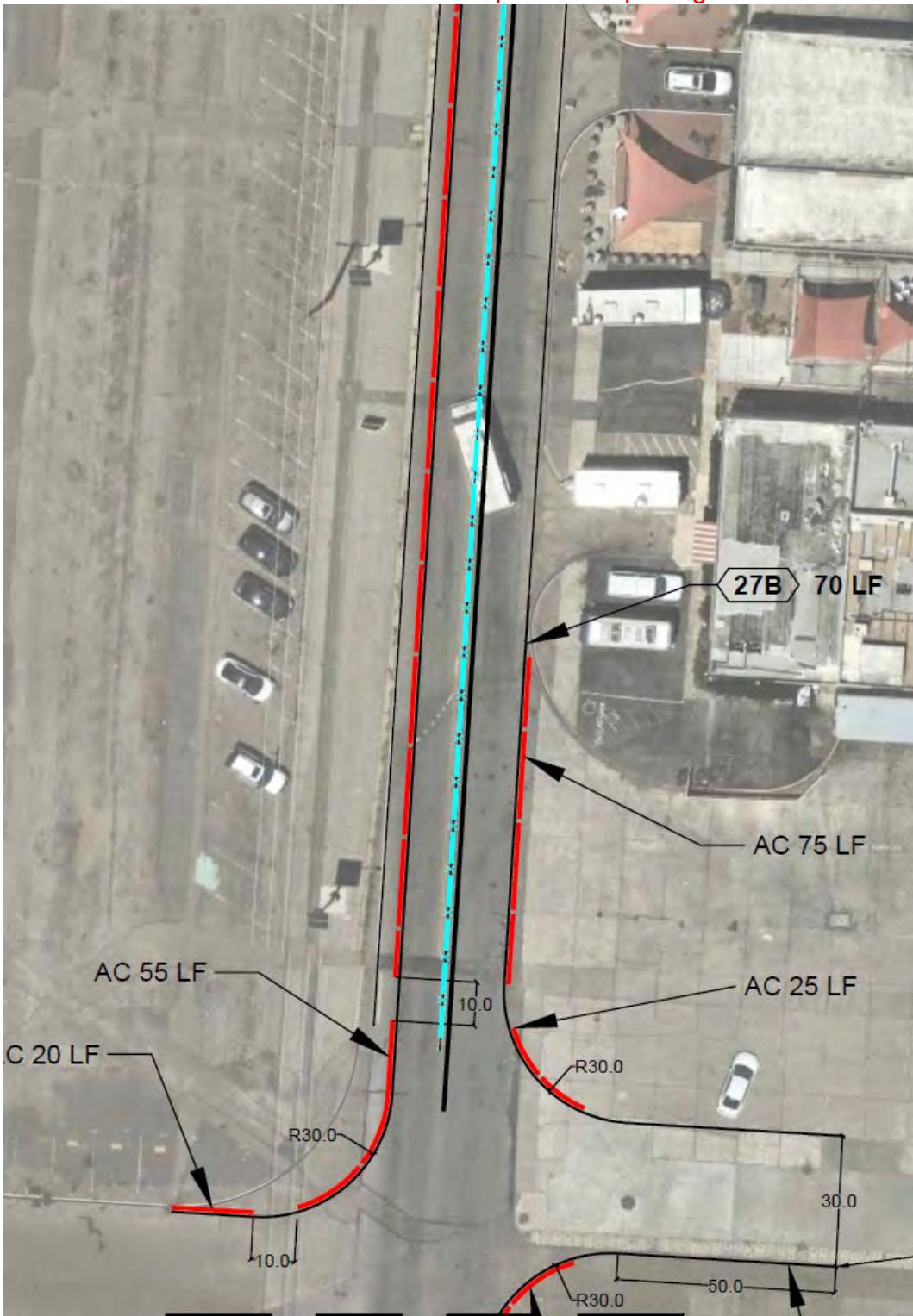
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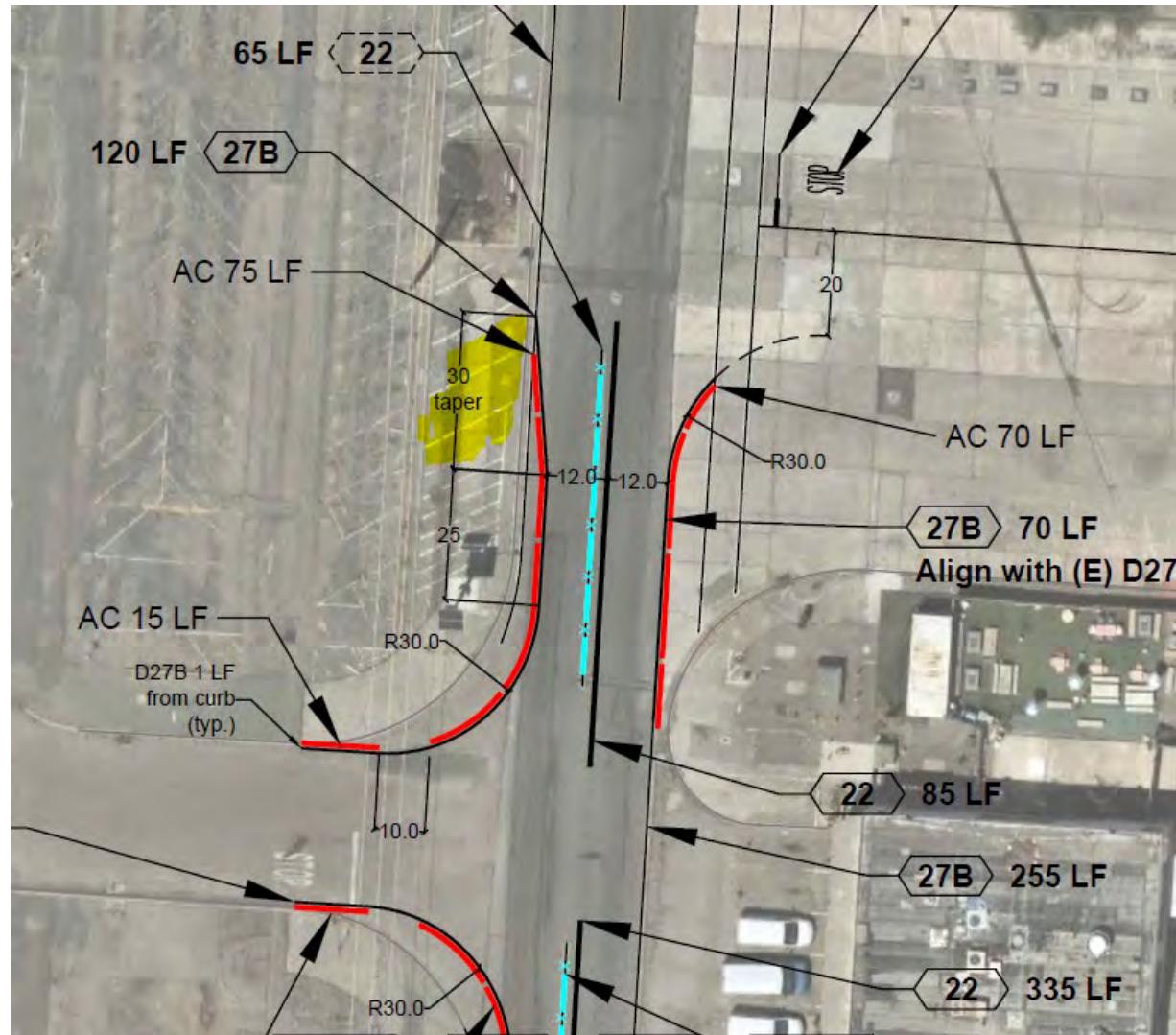


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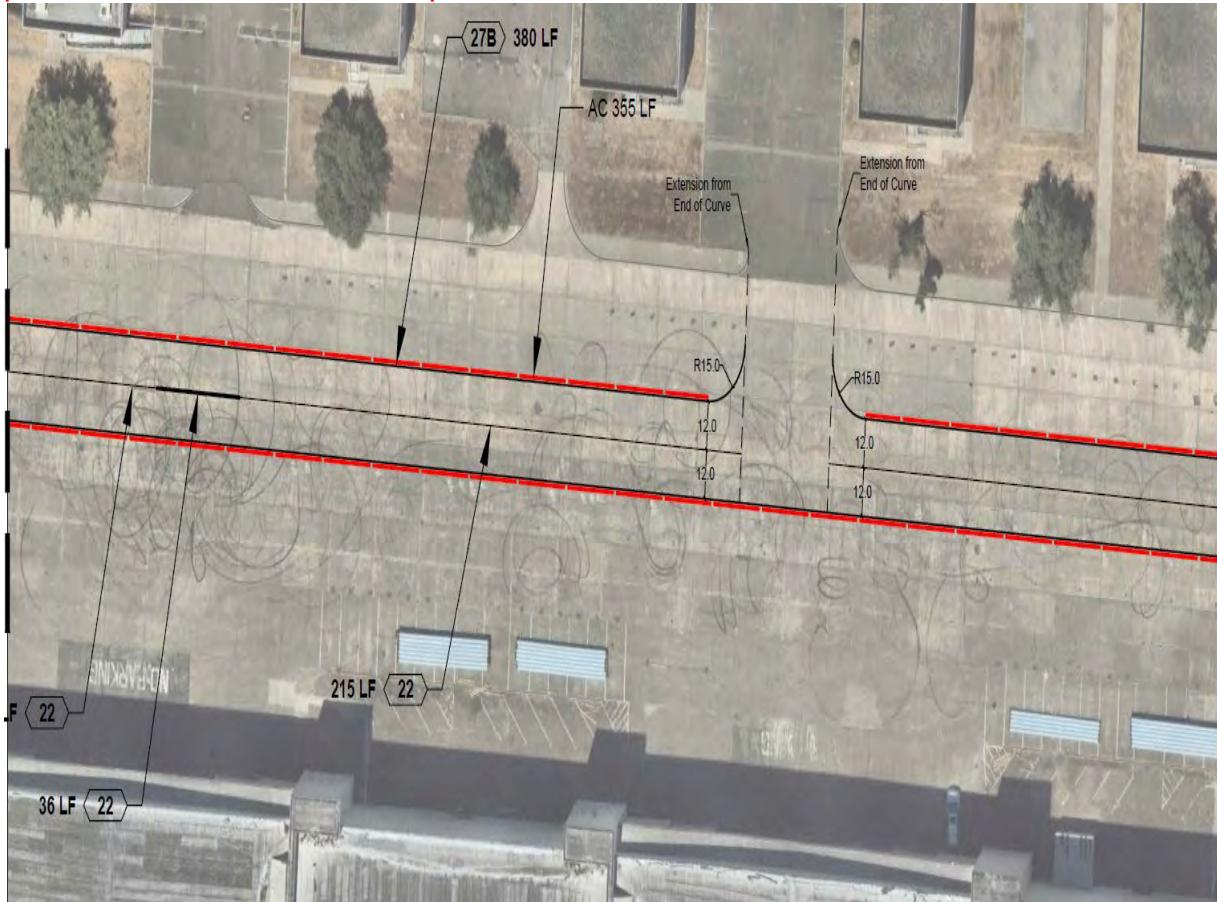
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Trish Herrera Spencer
Councilmember











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](#)

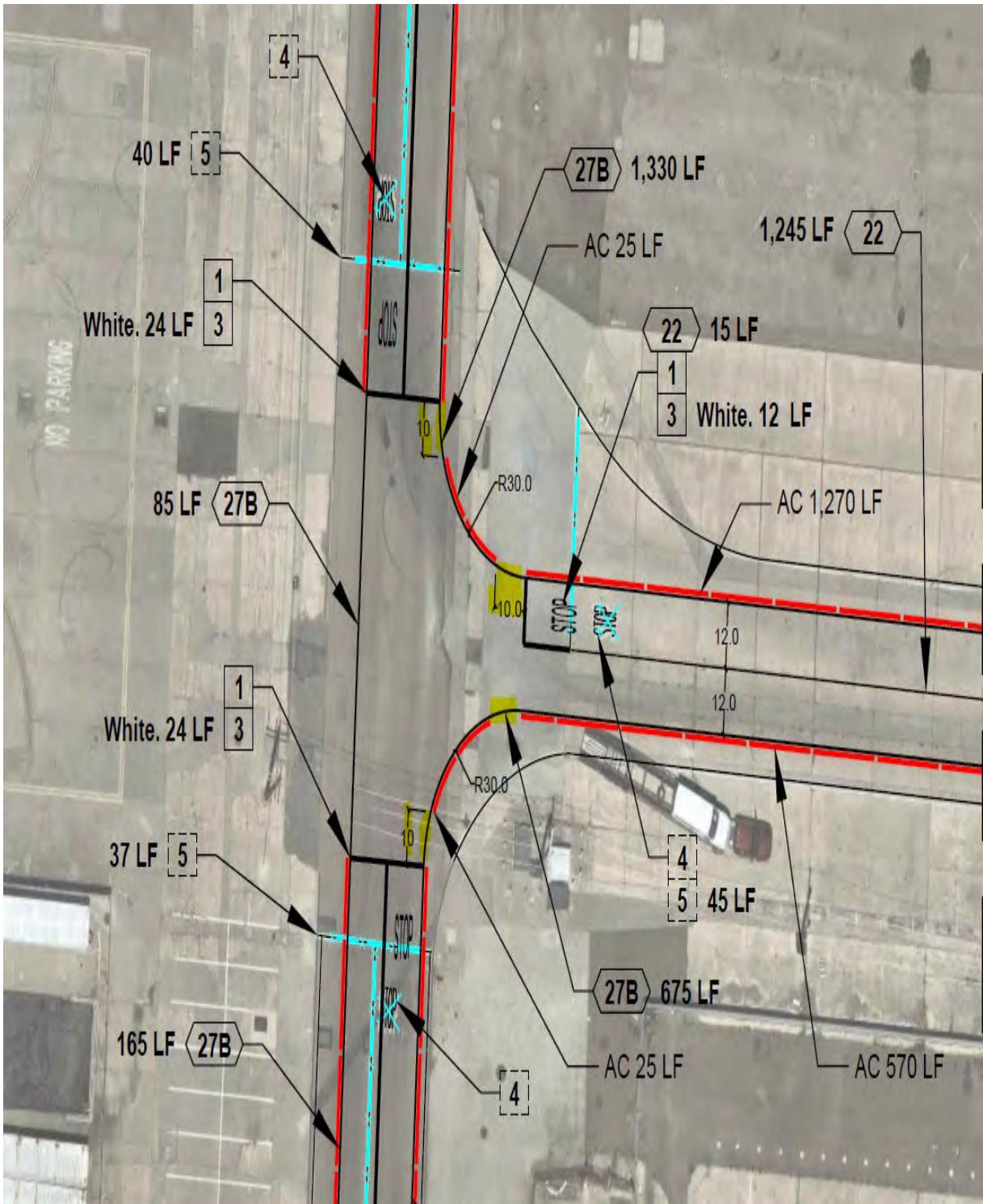
From: Erin Smith <ESmith@alamedaca.gov>
Sent: Monday, May 6, 2024 12:23:51 PM
To: Trish Spencer <tspencer@alamedaca.gov>; Jennifer Ott <jott@alamedaca.gov>
Cc: Abby Thorne-Lyman <athornelyman@alamedaca.gov>; Nishant Joshi <njoshi@alamedaca.gov>; Yibin Shen <yshen@alamedaca.gov>; Amy Wooldridge <AWooldridge@alamedaca.gov>;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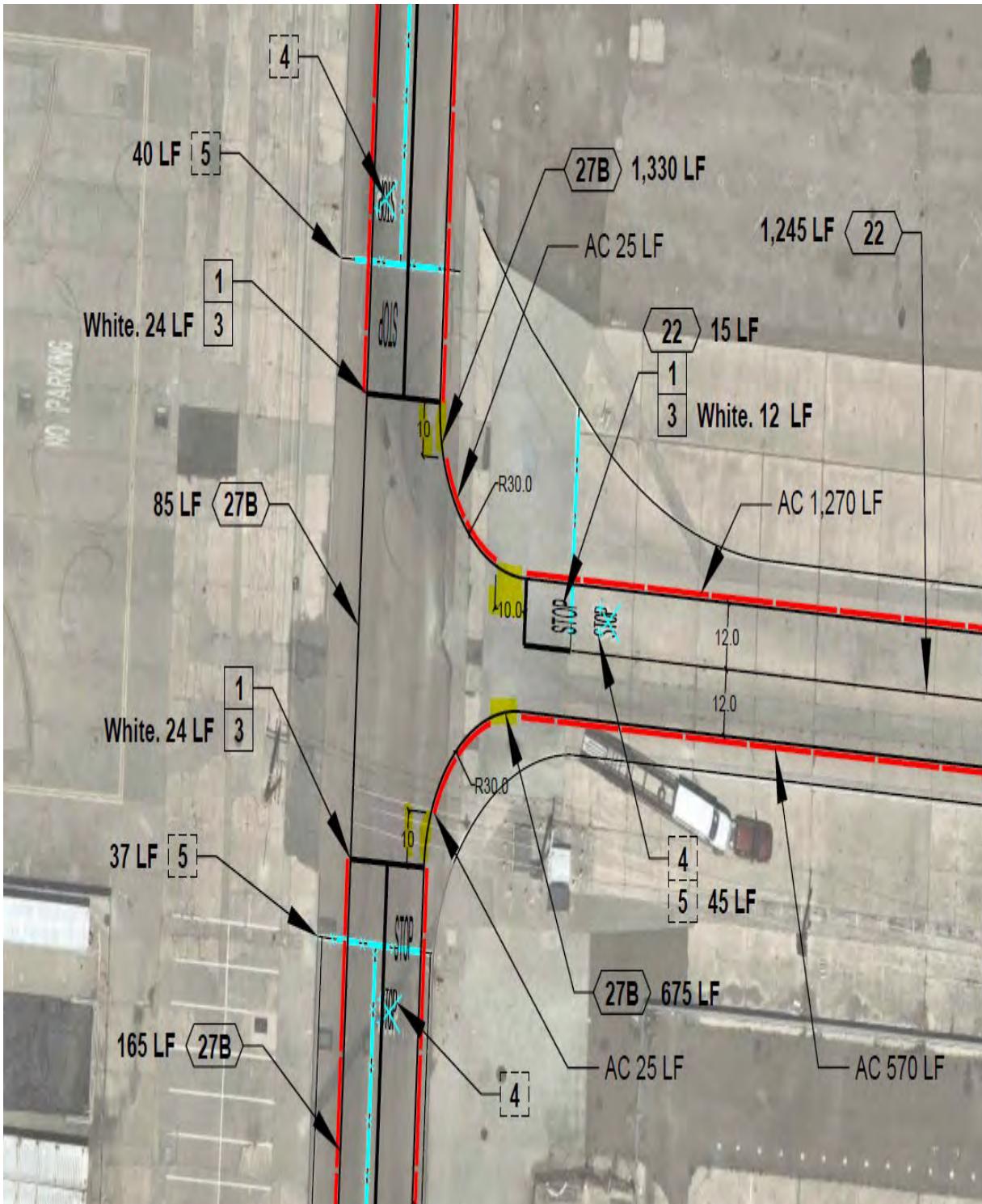
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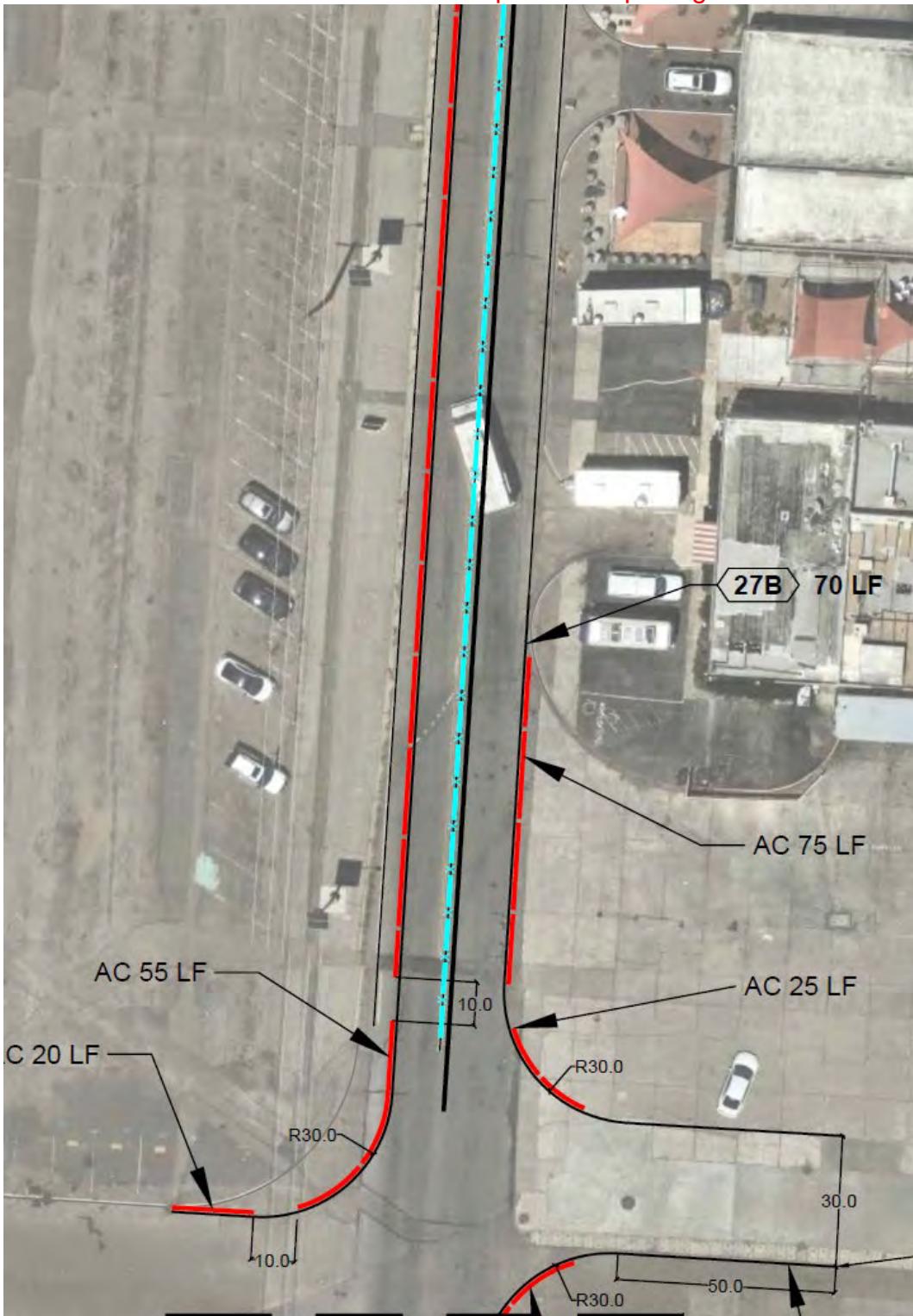
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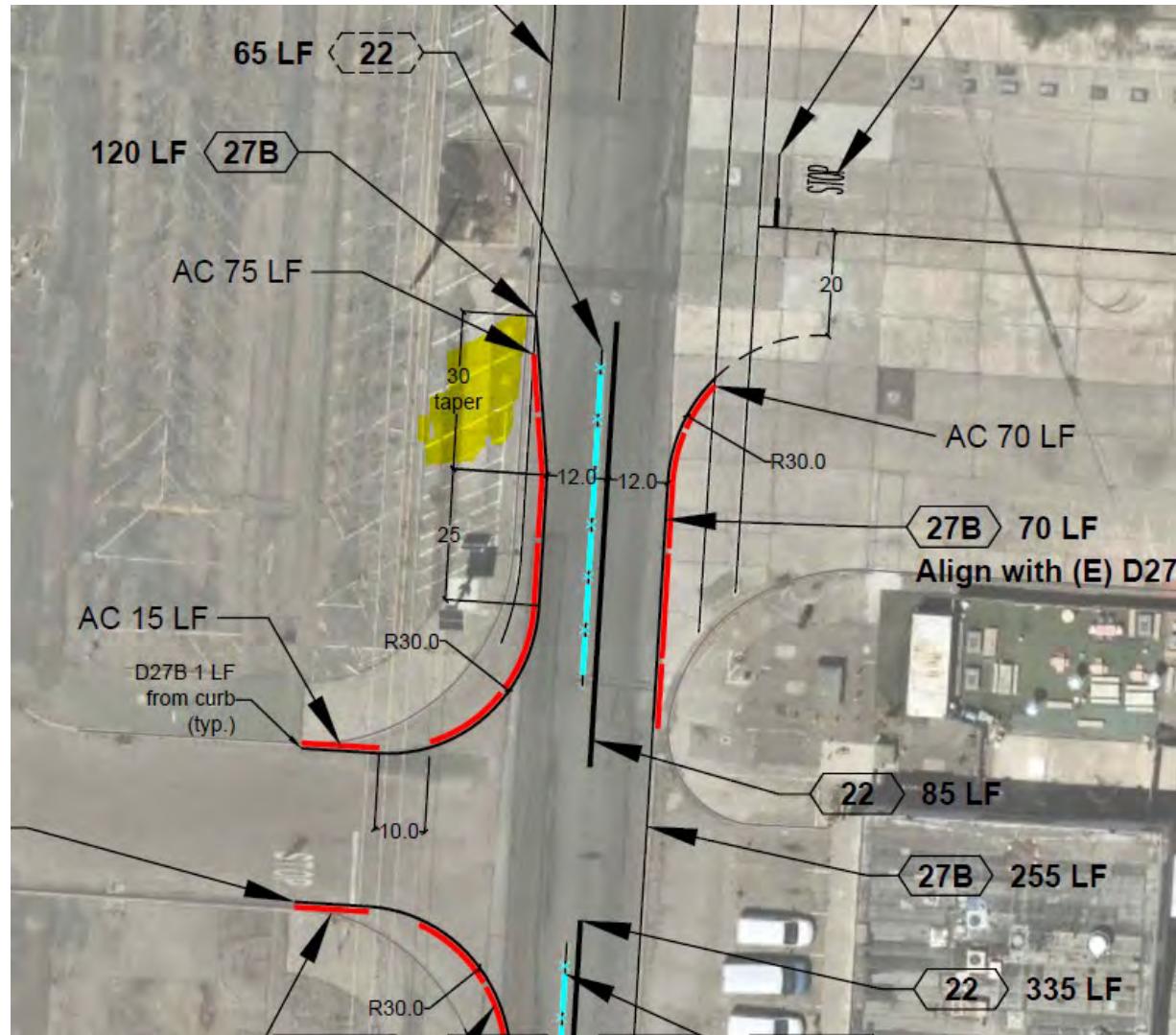


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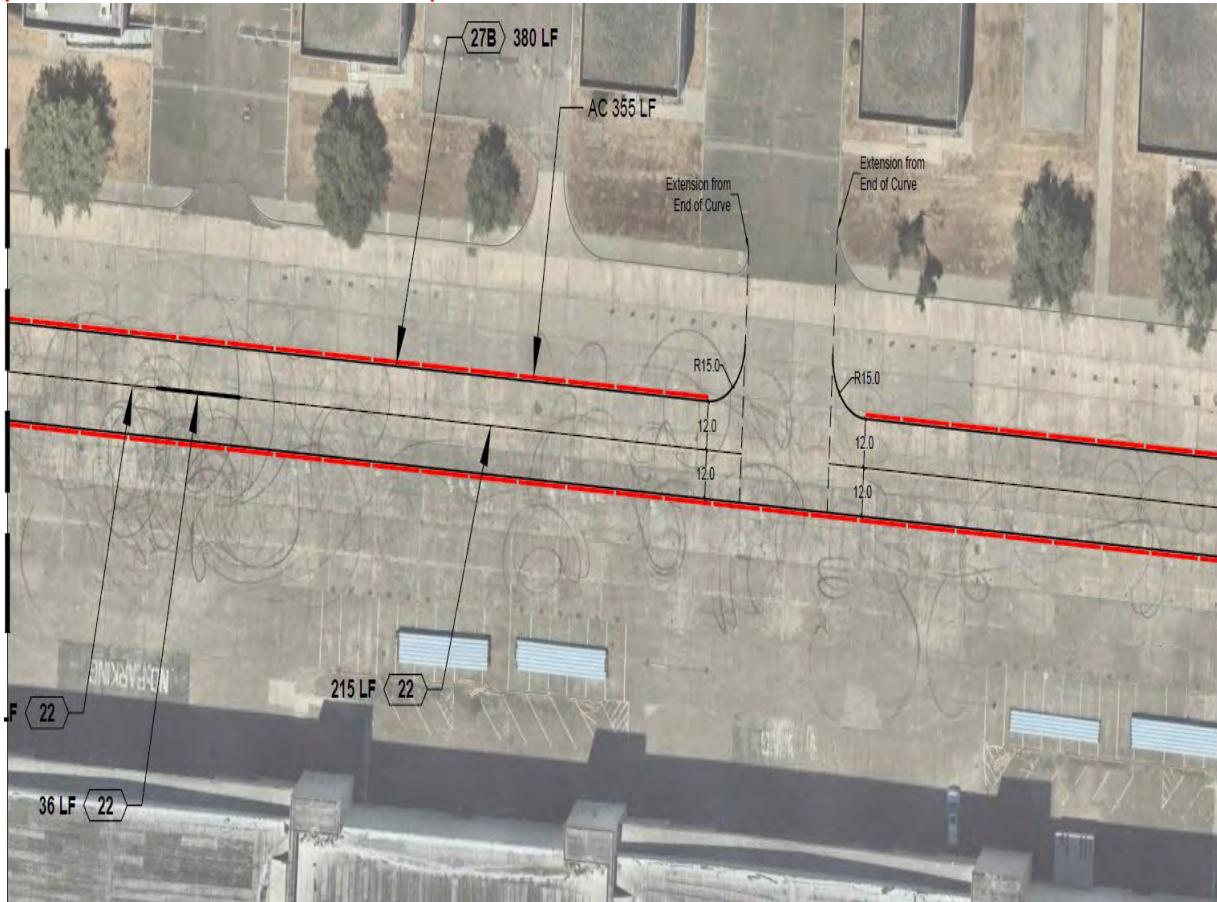
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Councilmember

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

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
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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?

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 Apuzzato 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 Tempor...



Exhibit 2—Locations of Asphalt Curbs



1/1



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

- **Temporary Asphalt Curbs in Western Part of Alameda Point (West Midway Avenue).** In advance of the ultimate roadway configuration, the City will install temporary asphalt curbs in locations that will narrow and better define travel lanes and sidewalks. The temporary asphalt curb will be installed on West Midway Avenue at Monarch Street where a couple of recent unsafe driving incidents occurred. The temporary asphalt curb will also calm traffic, reduce pedestrian crossing speeds, and provide a better walking environment. The temporary asphalt curb will remain in place until the final configuration of a temporary asphalt curb.



Figure 1. Temporary Asphalt Curb

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

