

Fw: [EXTERNAL] Request that the Mecartney project be agendized by the City Council

From: Tony Daysog (tdaysog@alamedaca.gov)

To: tony_daysog@yahoo.com

Date: Monday, December 29, 2025 at 04:10 PM PST

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From: Reyla Graber <reylagraber@aol.com>

Sent: Tuesday, December 23, 2025 12:58 PM

To: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Michele Pryor <mpryor@alamedaca.gov>; Tracy Jensen <tjensen@alamedaca.gov>; Greg Boller <gboller@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Lara Weisiger <lweisiger@alamedaca.gov>; Adam Politzer <apolitzer@alamedaca.gov>; Allen Tai <ATai@alamedaca.gov>

Subject: [EXTERNAL] Request that the Mecartney project be agendized by the City Council

Dear Honorable Mayor and Council Members,

You've received a formal objection from Professor Jason Su regarding the Mecartney proposed lane changes etc. (letter below)

Professor Su, renowned in his field of transportation, strongly states his objections about the project.

And he refers to the lack of normal vetting for this project, which many people have already complained to you about.

His letter , given his credentials should be taken very seriously by the City.

As significant as this project will be to Bay Farm, this matter needs to come before you, the Council.

It is very concerning that the 1/29 formal resolution from the HBIA Master Board, was brushed aside by the City. (link is below).

We request that you do the right thing and have this important matter agendized and put on the Council calendar .

Thank you,

Reyla Graber

Maureen Kraw

Marie Kane

Ed Sing

Rhonda Richardson

Ginger Soto

Julie Kane

Velvet Chang

and many other residents.

- jason su

From:jason.g.su@gmail.com

To:mezzyashcraft@alamedaca.gov,tjensen@alamedaca.gov,mpryor@alamedaca.gov,gboller@alamedaca.gov,
v,lweisiger@alamedaca.gov and 2 more...

Mon, Dec 22 at 6:57 PM

Dear Honorable City Council Members,

I am writing to formally oppose the proposed Public Works project to remove one vehicular travel lane on Mecartney Rd and to reconfigure turn lanes in favor of additional bicycle infrastructure.

As a professor whose work focuses on active transportation and transportation systems, I strongly support well-designed bicycle and pedestrian facilities when they are evidence-based, context-sensitive, and aligned with actual usage and safety outcomes. However, in this case, the proposal to add additional bicycle lanes is neither necessary nor efficient. Mecartney Rd already has one bicycle lane over the curb of the roadway. Introducing two more bicycle lanes along the same corridor represents a misallocation of limited public resources, particularly given the relatively low bicycle volumes on this segment of road.

The fundamental purpose of a roadway such as Mecartney Road is to facilitate safe and efficient traffic flow for all users. Reducing the roadway to a single vehicular lane in each direction will inevitably create significant congestion during peak commuting hours, resulting in bottlenecks that disrupt daily travel schedules. Increased congestion will also lead to higher vehicle idling, unnecessary air pollution, an elevated risk of rear-end collisions, and reduced reliability of commute times for residents. Those outcomes directly undermine **public safety, quality of life, and environmental goals**.

From a safety perspective, removing left-turn lanes at Auginbaugh/Mecartney and Island Drive/ Mecartney Rd is particularly concerning. These changes will increase conflict points, reduce predictability for drivers, and impair emergency vehicle access during fires, medical emergencies, or natural disasters. If pedestrian safety is the primary concern, proven measures such as clearly marked crosswalks, pedestrian crossing signals, traffic calming signage, and speed feedback displays would be far more effective and far less disruptive than eliminating a major travel lane.

I am also troubled by the process through which this project has advanced. Nearby residents were not adequately notified, a comprehensive and independent traffic study was not conducted, and the project did not receive meaningful vetting through the City Council, the body elected to represent and hear from the public. Notably, the HBIA Master Board adopted a resolution on January 29, 2025, explicitly opposing the Mecartney Rd changes. The City's decision to proceed while disregarding that resolution raises serious concerns about transparency and public engagement.

If City Council members place themselves in the position of daily commuters, parents, seniors, or emergency responders who rely on Mecartney Rd, it becomes clear that this proposal creates more problems than it solves.

I respectfully urge the City Council to halt the current Mecartney Rd lane painting project and bring the proposal before the full Council for public review, discussion, and a formal vote. Thoughtful, data-driven solutions rather than lane removal are needed to improve safety while preserving mobility for all road users.

Thank you for your time and consideration.

Sincerely,
Jason Su



Harbor Bay Isle Owners Assoc resolution.pdf
3.5 MB



Community of Harbor Bay Isle
Owners' Association, Inc.
3195 Mecartney Road
Alameda, California 94502-6912
(510) 865-3363

www.harborbay.org

2025-02
RESOLUTION OF THE COMMUNITY OF HARBOR BAY ISLE OWNERS' ASSOCIATION
REQUESTING THE PERMANENT REMOVAL OF THE BIKE LANES FROM AUGINBAUGH DRIVE
AND MECARTNEY LANE
FROM THE CITY OF ALAMEDA TRANSPORTATION CHOICES PLAN

WHEREAS, the Community of Harbor Bay Isle Owners Association, LLC. (COMMUNITY) represents the interests of 20 homeowner associations (2,997 residences), located on Bay Farm Isle within the City of Alameda; and

WHEREAS, on November 7, 2017 the City Council of Alameda tentatively passed the Transportation Choices Plan as a "Living Document"; and

WHEREAS, the COMMUNITY met with then City Transportation Planning Director Jennifer Ott and Community Residents to discuss proposed options within said plan on November 27, 2017; and

WHEREAS, the COMMUNITY communicated it was against any and all lane narrowing choices for the COMMUNITY and as such the bus lanes were pulled from the plan and it was understood that future lanes would not be narrowed; and

WHEREAS, installation of bicycle lanes where there are abundant bicycled paths available is costly, unnecessary, and a frivolous use of tax payer dollars; and

WHEREAS, with the narrowing of lanes, fire trucks and ambulances do not fit side by side, thus if one is parked for an emergency the other cannot get by; and

WHEREAS, the over the past few years as shown by the wildfires affecting homeowner associations in the cities of Santa Rosa, Paradise; and Palisades, when disasters hit where egress is limited, people die in their cars on narrow impassable roads; and

WHEREAS, the COMMUNITY is susceptible to natural disasters such as fires, tsunamis, and earthquakes; and

WHEREAS, Bay Farm Island has a population of 13,500+ people, of which many are within the COMMUNITY with already limited egress; and

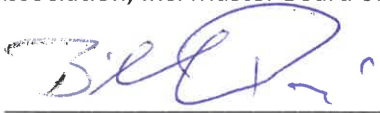


WHEREAS, the COMMUNITY voted to request removal of all car lane narrowing options, and specifically the bike paths from upcoming Transportation Choices Plan and anticipated Road Work from public streets within the COMMUNITY; and

NOW THEREFORE BE IT RESOLVED, by the Community of Harbor Bay Isle Owners Association Board of Directors, Alameda, California, as follows:

1. The COMMUNITY **opposes** the narrowing of car lanes and installation of bicycle lanes, and finds it to be counter to the COMMUNITY's interests and choice; and
2. The COMMUNITY hereby strongly urges the City Council of Alameda to remove all lane narrowing options for the COMMUNITY, from the City of Alameda Transportation Choices Plan permanently.

Adopted on the 29th Day of January 2025, by vote of the Community of Harbor Bay Isle Owners' Association, Inc. Master Board of Directors.



Bill Pai, President
Village 3A Representative



Gary Lynn, Vice President
Village 5 Representative