

**From:** [Tim Greene](#)  
**To:** [Lesley Xavier](#)  
**Subject:** El Camino Plan  
**Date:** Monday, April 13, 2026 12:37:59 PM

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Dear Lesley Xavier:

I think the city is being too aggressive with the development of the El Camino Real. Adding 4390 residential units is far too many. I can't imagine the traffic nightmare it will cause. Talking with other residents, they also agree, and we will be at the meetings to voice our concerns

I disagree with the whole plan.

Thanks

Timothy Greene

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## El Camino Real Specific Plan – City Council Hearing – May 19, 2026

Dear Mayor Gillmore and City Council Members,

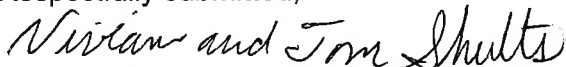
Please stop pandering to the very vocal Silicon Valley Bicycle Coalition and your personal preferences. Santa Clara needs more parking with more lanes for mass public transportation and fewer bike lanes along State Route 82 (El Camino Real) for the following reasons:

- 1) There are an average of just over 2 vehicles per household in The County of Santa Clara. With 4,390 residential units scheduled to be built, between Lafayette Street and Lawrence Expressway, this translates to an additional 8,780 vehicles along a three-mile stretch of El Camino.
- 2) 35,000 – 45,000 vehicles currently utilize El Camino every day compared to less than 400 cyclists. Chat GPT says that the total traffic at El Camino and San Tomas is easily over 100,000 vehicles per day.
- 3) Adding these additional vehicles will create more dangers for bikers. A safer solution might be for cyclists to use a bus to get past this 3-mile section of El Camino. It is not reasonable to inconvenience tens of thousands of commuters along this State Route to accommodate a few cyclists.
- 4) Dedicated “pork chops” at intersections, for example as proposed at El Camino and Scott, where cars can currently turn right after yielding to pedestrians should not be made accessible only to bikes. If these “pork chops” are dedicated to bikes only, it will significantly hinder the flow of traffic and cause unnecessary excess greenhouse emissions as hundreds of cars a day must wait for a light to change before turning right.
- 5) Requiring vehicles to stop behind busses, or swerve around them, as the bus driver drops off and picks up passengers will not only be inconvenient but dangerous. Inconveniencing tens of thousands of drivers while accommodating perhaps a few hundred cyclists is not reasonable.
- 6) Maintaining parking along El Camino should be a priority. With the State no longer allowing cities to mandate any parking for residential or commercial projects; parking already is, and will continue to be, in short supply. The City of Santa Clara should do all it can to protect this valuable asset for residents and customers. I urge the City to maintain the estimated 1,000 existing parking spaces along El Camino from Lafayette to Lawrence Expressway. These spaces bring greater value to the community than bike lanes ever will.
- 7) Bike lanes are costly to install and remove. For an example see below.

Vista, CA recently spent \$200,000 to removed bike lane safety features—including berms and bollards—just months after their **\$1.5 million installation**. **(See attached for reasons for Bike Lane Removal and additional examples of Cities That Have Removed Bike Lanes.)**

I urge the Council to consider not moving forward with the traffic plan of the El Camino Real Specific Plan as proposed.

Respectfully submitted,



Vivian and Tom Shults

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## Attachment - El Camino Real Specific Plan – City Council Hearing – May 19, 2026

### Reasons for Bike Lane Removal - per AI

- **Reason for Removal:** Immediate backlash from drivers who found the barriers difficult to see, leading to numerous collisions.
- **Business Impact:** Concerns from merchants about loss of customer parking
- **Emergency Vehicle Access:** Concerns that protected lanes hinder fire trucks and ambulances
- **Safety Concerns (Driver vs. Bike):** Reports that barriers were being hit by cars, causing damage or new safety hazards
- **Reversion to Car Focus:** Shift in municipal or federal priorities, such as the Department of Transportation prioritizing auto-centric infrastructure.

### Cities That Have Removed Bike Lanes - Result from AI

Several major cities and municipalities across the U.S. have implemented protected or dedicated bike lanes only to remove or significantly scale them back later, often due to community pushback, business complaints regarding parking, or safety concerns. Based on recent developments, here are key cities where this has occurred:

- **San Francisco, California:** In February 2025, work began to remove a controversial center bike lane on Valencia Street. Installed as a 12-month pilot project, the lane was removed after 18 months following pressure from local business owners who argued it decreased foot traffic and caused over five businesses to close.
- **Washington, D.C.:** The District is removing protected bike lane barriers, including on Arizona Avenue NW, due to complaints about their appearance. Furthermore, as of March 2026, the federal government is moving to remove protected bike lanes on 15th Street NW near the National Mall.
- **Vista, California:** In 2025, this San Diego County city decided to remove specialized "BMS" (raised curb) barriers and bollards on South Melrose Drive and Sycamore Avenue just months after installing them. The removal followed roughly 1,000 complaints from drivers who found the barriers hard to see, leading to collisions.
- **Oakland, California:** Caltrans removed bike lanes on Oak Street in 2026 to widen a freeway ramp, replacing them with a single "sharrow" (shared lane marking).
- **San Mateo, California:** The City Council voted to remove a portion of separated bike lanes on Humboldt Street installed in 2022, intending to restore roughly 100 parking spaces, according to 2025 reports.
- **New Orleans, Louisiana:** The city began removing bike lanes in the Algiers neighborhood in July 2023.
- **Denver, Colorado:** The city removed vertical plastic bollards on Market Street that had been installed to create protected lanes, replacing them with, or leaving in place, only lower-profile lane dividers after complaints about maintenance and visual obstruction.

These removals are often driven by vocal opposition from motorists and business owners concerned about the loss of parking or increased traffic congestion..."