



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Councilmember Bien Doan

SUBJECT: SEE BELOW

DATE: February 24, 2026

Approved

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SUBJECT: Funding Agreement with Affirmed Housing for Round 8 Affordable Housing and Sustainable Communities Grant Funds.

RECOMMENDATION

1. Accept the staff recommendation and incorporate the following into the project scope:
 - a. Ensure buses have sufficient space to prevent traffic impacts to Lane #1 caused by vehicles merging from Lane #2.
 - i. Ensure Lane #2 is designed to optimize overall traffic flow, with particular attention to bus operations. Provide sufficient lane width so buses can operate efficiently without encroaching into Lane #1.
 - ii. Consider reducing the width of the “sidewalk tree” to allow for a wider width of travel lane.
 - b. Optimize bus stop spacing by reducing the number of bus stop throughout the project.
 - c. Prior to constructing the bus stops, confirm that Santa Clara Valley Transportation Authority (VTA) formally agrees to assume responsibility for ongoing maintenance.
 - d. Ensure comprehensive and proactive community outreach for neighborhoods and areas affected by future construction.

BACKGROUND

The recommended scope modifications are intended to improve operational efficiency, traffic flow, and community coordination while maintaining the overall goals of the project. Ensuring buses have adequate space to operate without impacting adjacent travel lanes will reduce congestion, minimize vehicle conflicts, and enhance roadway safety. Evaluating the width of the sidewalk tree zone as a potential trade-off provides a practical design adjustment that can help balance transit operations with streetscape elements.

Optimizing bus stop spacing is also critical to improving corridor performance. A more strategic stop distribution would improve transit efficiency while maintaining reasonable access for riders. As part of the proposed corridor improvements, new and upgraded bus stops are planned. In recent years, bus stop amenities in various parts of the City have required costly and constant

maintenance due to wear, vandalism, and extended occupancy. We have seen in certain situations, those experiencing homelessness have used bus stops as shelters for extended periods of time leading to operational concerns. Establishing a formal agreement with the VTA prior to construction will ensure that the ongoing maintenance is properly assigned.

Robust and proactive community outreach is essential to maintaining public trust and minimizing disruption during construction. Early and consistent engagement with affected neighborhoods and stakeholders will help identify concerns, incorporate local input where feasible, and ensure smoother project implementation. Together, these refinements strengthen the project's operational, safety, and community outcomes.