



REPORT TO MAYOR AND COUNCIL

NO. 95-281

TO THE HONORABLE MAYOR AND COUNCIL

DATE: July 11, 1995

**SUBJECT: Kaiser Medical Center Replacement Project and Environmental Impact Report**

Report in Brief:

The City of Santa Clara has received a request from Kaiser Permanente to develop a new Medical Center on the 53 acre site at the southwest corner of Lawrence Expressway and Homestead Road. As the Lead Agency, the City of Santa Clara prepared and circulated a Draft Environmental Impact Report (DEIR) for this development proposal in May, 1994. In response to comments on this document, the City of Santa Clara released in December a Preliminary Final Environmental Impact Report (PFEIR). The PFEIR included additional analyses and was recirculated for public review and comment. The City of Sunnyvale commented extensively on these two documents, particularly on traffic issues. The Sunnyvale City Council took a position to oppose the project and restrict left turn access to the project from Homestead Road unless additional mitigation measures were included and the site plan re-oriented to focus access on Lawrence Expressway. Santa Clara subsequently prepared a Final Environmental Impact Report (FEIR) which addressed some, but not all of Sunnyvale's concerns.

Santa Clara's Planning Commission has recommended approval of the project contingent on a number of mitigating conditions. Some of these conditions address Sunnyvale's concerns. On June 20, 1995 the Santa Clara City Council considered certification of the FEIR and approval of the conditioned project, as well as a Development Agreement which further addressed some of Sunnyvale's concerns. The FEIR, however does not consider a modified site plan focusing access on Lawrence Expressway, and Sunnyvale continues to oppose the project. The Santa Clara City Council continued the item to its July 18th meeting and directed Santa Clara staff and the project applicant to work with Sunnyvale to resolve the outstanding issues.

Sunnyvale staff has met with Santa Clara staff and Kaiser. Conditions have been recommended by Santa Clara staff for the project that address a number of Sunnyvale's concerns. Santa Clara and Kaiser believe that sufficient analysis has been done of a Lawrence Expressway orientation for the project to warrant its' dismissal as a viable alternative. Kaiser has asked for an opportunity to present this information to the Sunnyvale City Council and ask the Council to reconsider its action on the project.

The currently proposed site plan orients a significant amount of the project's traffic to and from Homestead Road. This has resulted in concerns about traffic impacts to the residences on the north side of Homestead Road and the Sunnyvale residential neighborhood north of Homestead Road as well as traffic impacts at the intersection of Homestead Road and Lawrence Expressway. Although there may be valid reasons for Kaiser to believe that the current site plan optimizes their operation, the traffic impact concerns of Sunnyvale remain valid. Only a re-orientation of site functions and access to Lawrence Expressway would be expected to minimize the traffic impact concerns. Staff believes that unless this regional medical facility is re-oriented so that the vast majority of the traffic access occurs on the regional expressway system, the City should continue with the plan to restrict certain turning movements.

### Background

The proposed Kaiser Medical Center would replace the existing facility located on Kiely Boulevard in Santa Clara. The proposed development consists of the construction of approximately 1,455,000 square feet for a 450 bed hospital, two medical office buildings, a central plant, and parking facilities, including parking structures. The EIR for the project covers a proposed General Plan Amendment, Rezoning and discretionary approval.

Kaiser contacted the City of Sunnyvale staff in January, 1993 to alert the City to Kaiser's interest in developing this site. Staff has met several times with Kaiser representatives and the City of Santa Clara to receive briefings on the progress of their project. Kaiser invited interested members of the community, including residents in the area, to serve on their Task Force which reviewed and commented on project design issues. A Sunnyvale staff member was on the Task Force to assure that issues important to the City of Sunnyvale were known by Kaiser and could be addressed in their design efforts. Staff also attended informational meetings and briefings for the community to be made aware of issues of concern.

The City of Santa Clara prepared and circulated a Draft Environmental Impact Report (DEIR) for this development proposal in May, 1994. Sunnyvale prepared extensive comments on the adequacy of the DEIR, particularly regarding the scope and technical accuracy of the traffic information, the level of mitigation of traffic and jobs/housing impacts, and the range of project alternatives studied. In response to comments on this document, the City of Santa Clara released in December, 1994 a Preliminary Final Environmental Impact Report (PFEIR). The PFEIR included additional analyses, including considerable additional traffic analysis requested by Sunnyvale, and was recirculated for public review and comment. The City of Sunnyvale again commented extensively and reiterated several of the previously stated concerns. At its January 17, 1995 meeting, the Sunnyvale City Council took a position to oppose the project unless additional mitigation measures were included and a project alternative focusing access on Lawrence Expressway was studied. The Council determined that a median should be installed on Homestead Road that would preclude left turns in and out at the main Homestead

entrance. Further funds were appropriated for future traffic mitigation, if needed, at Swallow and Quail. In March, 1995 Santa Clara released a Final Environmental Impact Report (FEIR). This document, in staff's assessment, addressed some but not all of Sunnyvale's concerns, notably the analysis of a project alternative oriented towards Lawrence Expressway was not studied.

On March 15, 1995 the Santa Clara Planning Commission recommended to certify the FEIR and approve the project and associated actions contingent upon a number of mitigating conditions. These conditions addressed some of Sunnyvale's concerns. On June 20, 1995, the Santa Clara City Council considered the FEIR, the General Plan Amendment, the rezoning, and a Development Agreement. The Development Agreement contains a further mitigating action to address Sunnyvale's concerns. However, Sunnyvale testified at the public hearing that without additional analysis and mitigations, particularly of a project alternative that focuses access to the project on Lawrence Expressway, Sunnyvale continues to oppose the project and planned to move forward with the median installation. In response, the Santa Clara City Council voted to continue the item and directed Santa Clara staff and the developer to meet with Sunnyvale to resolve the outstanding issues.

#### Discussion

On June 27, 1995, Sunnyvale and Santa Clara staff and the project developer met and discussed the FEIR and the proposed project conditions. At this meeting Santa Clara and Kaiser presented additional traffic analysis. Also, Santa Clara staff and Kaiser are willing to conduct a cooperative, ongoing effort to monitor traffic conditions on Homestead Road and address deficiencies as they occur, including turn restrictions.

It is important to clarify that initially Sunnyvale's staff intends to only install a barrier median in the immediate vicinity of the Kaiser driveway on Homestead Road. Median barriers at other locations as well as other traffic restrictive measures along Homestead Road and within Sunnyvale's residential neighborhood are not being proposed at this time. Additional measures would only be considered if project traffic is found to create problems necessitating additional actions. Funds for all improvements, however, have been included in the Capital Improvement Plan. The attached letter from Kaiser reflects certain concerns regarding the median on Homestead Road which reflect a lack of understanding of the design being contemplated. First, since the initial median would only be in the vicinity of the proposed main entrance on Homestead, it will have no restrictive effect on Sunnyvale neighbors. For the same reason it will have no restrictive effects on businesses in the vicinity. Also it will have no effect on Swallow traffic as the initial median does not extend to Swallow. Any mitigation at Swallow undertaken by Sunnyvale would be based on studies following construction of the medical center. As noted in the Kaiser letter, it does preclude left turn in and out movements at the Kaiser main entrance at Homestead, which is the specific reason for its installation.

At the recent meeting and in the attached letter, Kaiser proposes certain modifications at the Swallow intersection (see Kaiser Attachment #5). While this design would preclude through traffic flow between Swallow north of Homestead and Swallow south of Homestead, a different on-site design could accomplish the same result as well as preclude a left turn from Swallow to Homestead. This could be accomplished by constructing the entry so that only right in and out would be allowed. Traffic wishing to go westbound on Homestead could do so via Forge Drive and Tantau.

To this point in time, no comprehensive analysis has been made of a site plan with exclusive access from Lawrence Expressway, and the developer indicates that the cost and delay this analysis would require would be prohibitive. The developer has additional information on their examination of a main entrance on Lawrence Expressway, and asked to present this information to the Sunnyvale City Council. A report summarizing this information has been prepared by Kaiser and is attached (Attachment 1).

City staff and the Council have had a number of formal and informal opportunities to give input on the Kaiser project over the last two years. Over this time Santa Clara and Kaiser were made aware of the City's concerns, and they did address some of the City's concerns. The last document officially reviewed and commented on by staff and the City Council was the PFEIR. Comments on the adequacy of the PFEIR included:

- Lack of evaluation of an alternative site plan with the main entrance and predominant access on Lawrence;
- Insufficient assessment and mitigation of neighborhood traffic impacts;
- Insufficient mitigation of traffic impacts at the intersection of Lawrence Expressway and Homestead Road;
- Insufficient participation in the Congestion Management Program;
- Lack of mitigation of jobs/housing impacts;
- Lack of mitigation for impacts to transit service; and
- Disagreement with some specific traffic analysis techniques.

The FEIR contained responses to these and other issues. A number of other specific comments were addressed to staff's satisfaction in the FEIR, but the above problems did not change significantly upon release of the FEIR.

As the project has been deliberated by the City of Santa Clara, additional project features and conditions of project approval have been added. These are contained in the proposed conditions of approval and Development Agreement that are currently before the Santa Clara City Council. These include:

- Signage and traffic lane configurations that emphasize the Lawrence Expressway entrance;
- A \$150,000 neighborhood traffic mitigation fund jointly controlled by Santa Clara and Sunnyvale;

- Soundwalls along Homestead Road;
- Dedication of land and a fair share contribution to the cost of a future interchange at Homestead Road and Lawrence Expressway;
- Participation in the Congestion Management Program Sub-Regional Deficiency Plan;
- \$ 875,000 in contributions towards mitigating traffic impacts on regional and other roads;
- Provision of a transit shuttle;
- Addition of a southbound turn lane on Lawrence; — ?
- Intersection improvements at Lehigh and Lawrence; and
- Additional eastbound lane on Homestead.

These changes in conditions are a considerable improvement but do not eliminate the need for the Homestead median and other future improvements that may be required based on future analysis. In addition, at the June 27 meeting Santa Clara staff and Kaiser representatives stated that they would commit to an ongoing effort to monitor traffic conditions on Homestead Road and address deficiencies as they occur, including turn restrictions (i.e. barriers) and phasing of traffic signals. Also, disagreements over analysis techniques were discussed and Santa Clara and Kaiser presented new analyses addressing some of Sunnyvale's concerns. In staff's opinion, the remaining differences over analysis techniques is largely technical versus consequential.

Kaiser has asked for an opportunity to address the Sunnyvale City Council to explain why they believe it is not feasible to orient the site plan and site traffic more extensively to Lawrence Expressway and to ask the council to reconsider its opposition to the project. Kaiser representatives will be present at the City Council meeting to make a presentation and answer questions.

#### Public Contact:

This item was advertised in the local newspaper as part of the City Council agenda for the July 11, 1995 meeting. Staff sent a notification of the Council meeting to Sunnyvale property owners within the area bounded by Lawrence Expressway, Homestead Road, Wolfe Road and Marion/Dunford Way and residents within Raynor Park. Copies of the staff report were made available upon request. This report was also made available to Kaiser representatives.

#### Fiscal Impact:

The City's Capital Plan has set aside \$450,000 for potential traffic mitigations on Homestead. Conditions may be imposed by Santa Clara which would offset some of this cost.

Alternatives:

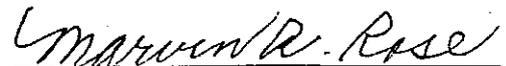
1. Continue with the plan to initially install a median on Homestead at the hospital entrance and retain funding for future mitigations should they be required.
2. Request Santa Clara to place a condition on the Swallow entrance which would require an on-site design allowing only right turns in and out.
3. Request that Santa Clara require all project construction traffic access to the site via Lawrence Expressway.
4. Support the traffic mitigation measures being recommended by Santa Clara staff and outlined in this report.
5. Reconsider the Council's position on the Kaiser Hospital Replacement Project.

Recommendation:

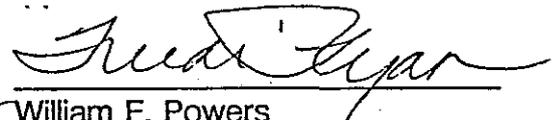
Alternatives 1,2,3 and 4. As noted in the Kaiser letter they believe an entrance on Homestead is necessary. The recommendations contained herein are intended to mitigate the traffic effects on Sunnyvale as much as possible if such an entrance is allowed by the City of Santa Clara. Although Kaiser would prefer that the median not be installed, if such an entrance is allowed, the median would be needed to mitigate its effect.



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Mayor Barbara Waldman and the Sunnyvale City Council  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, Calif. 94088

Re: Kaiser Permanente Medical Center  
Santa Clara, Calif.

Dear Mayor Waldman and Councilmembers:

Kaiser Permanente requests agenda time for a brief presentation at the July 11 meeting of the Sunnyvale City Council. At this time, we would like to review the concerns expressed by the City of Sunnyvale about the proposed new Kaiser Permanente Medical Center in Santa Clara, and discuss some of the solutions we have developed in response to these concerns. Following in this letter is background information on these issues:

- 5 design alternatives considered for the site
- Signage encouraging the Lawrence entrance
- Prevention of cut-through traffic on Swallow
- Other traffic improvements planned

We believe that when the members of the Sunnyvale City Council review the plans for the Kaiser Permanente Medical Center again, and become more familiar with the solutions we are proposing to minimize any impact on the Sunnyvale neighborhood, that the Council will decide not to pursue the installation of a median strip on Homestead Road at this time.

#### Good faith effort

Before going into the specifics of these topics, it is important to emphasize once again that Kaiser Permanente is sincerely committed to working with the community and fulfilling the promise of our "good neighbor" corporate philosophy. We have made a good faith effort to recognize and accommodate the concerns of our future neighbors at the Lawrence/Homestead site. Kaiser Permanente formed an Advisory Task Force composed of residents and business owners. Monthly newsletters discussing plans and seeking input have been published for the past three years. These newsletters were distributed to the 8,000 Cupertino, Santa Clara and Sunnyvale addresses within a five-mile radius of Lawrence and Homestead. More than a dozen public meetings were held to discuss design plans as they evolved, and notices of these meetings were sent to that same mailing list of 8,000. Special meetings were scheduled just for Sunnyvale residents living north of Homestead to listen to their concerns.

Concurrently, Kaiser Permanente has continuously sought to stay in communication with staff of both the City of Sunnyvale and the City of Santa Clara, and we have encouraged dialogue with both cities. The first joint meeting of the three constituencies was held last fall. We were disappointed that the City of Sunnyvale considered it "inappropriate" to participate in further joint meetings between January and May, but we were encouraged by the cooperative spirit displayed at a joint meeting of all three parties in late June.

## Site design alternatives

The Master Plan design that now exists for the proposed Kaiser Permanente Medical Center on the 53 acres at the corner of Lawrence Expressway and Homestead Road represents literally thousands of hours of work by architects who examined many, many different layouts before devising the design as it is being presented today. We admit that we have not done a thorough job in explaining to the City of Sunnyvale all of the elements that went into this site plan, nor in substantiating why other alternatives were unworkable. The following is a brief overview of this long, complex process.

### THE PARAMETERS

The crucial factors of the proposed new medical center were defined before any alternative was considered. These factors became the parameters by which we could measure the effectiveness and appropriateness of each design alternative. The parameters were:

- The alternatives needed to be compared at "full build-out" stage. If Kaiser Permanente was only going to build the initial phase, there would be many more options for how to utilize the site. But Kaiser Permanente must make sound business decisions, anticipate future growth and plan now for the needs of our members beyond 2010.
- The components of the medical center included two medical office buildings, a hospital that was divided between nursing units (patient bedrooms) and the diagnostic/treatment area, a central utility plant, and sufficient parking for staff and visitors.
- Several programmatic needs of a medical center were of the highest priority:
  - parking for patients adjacent to the entries of each of the medical facilities they might be visiting
  - locating the diagnostic/treatment area of the hospital so that it could easily be shared for use by in-patients (those admitted to the hospital) and out-patients (those being seen by a health care provider at a medical office building)
  - connections and proximity between all the three health care components (hospital and two medical office buildings) for efficiency
  - accommodations for the special needs of the emergency room, including ambulance arrivals and departures and ease of locating the emergency room entrance by individuals bringing in patients who need urgent care
  - safety of every person working at or visiting the medical center
- Sensitivity to the concerns expressed by neighbors to the south and the north, including their preference to avoid a "high rise" medical center and to maintain privacy for the homeowners whose properties border the medical center.

Given these parameters, several alternatives were considered and taken through preliminary design stages.

OPTION 1: ONE ENTRANCE ONLY  
ENTRANCE ON LAWRENCE EXPRESSWAY

Major traffic and access problems almost immediately precluded this option from further study. One entrance to the campus for all vehicles (staff, visitors, ambulances, deliveries) would significantly deteriorate the level of service at the Lawrence/Homestead and Lawrence/Lehigh intersections. It could, in fact, create significant congestion on Lawrence Expressway extending beyond the immediate intersections and interfering with the efficiency of regional traffic.

Although the County of Santa Clara had plans to add a signal light to the intersection of Lehigh and Lawrence Expressway unrelated to Kaiser Permanente's plans for the land across the street, it is highly unlikely that the County would ever approve of burdening this intersection with the amount of traffic that would be generated if the medical center had only one entrance and it was on Lawrence at Lehigh. Lawrence Expressway is a key element in the county's expressway system.

OPTION 2: ONE ENTRANCE ONLY  
ENTRANCE ON HOMESTEAD ROAD

One entrance to the campus -- whether it be from Homestead or from Lawrence -- is an unfeasible alternative for the reasons described in Option 1.

OPTION 3: TWO ENTRANCES ON LAWRENCE EXPRESSWAY  
NO ENTRANCE ON HOMESTEAD

There is not enough frontage of this site along Lawrence Expressway to physically accommodate a second entrance on this side of the property. One access must be aligned with Lehigh, and there is insufficient space to add a second driveway to the north or south of the Lehigh entrance. A right turn in, right turn out driveway between Homestead and Lehigh on Lawrence Expressway would also conflict with the County's future plan to make the Lawrence/Homestead intersection into an urban interchange, and, in the short term, would interfere with expressway traffic by adding another point of egress.

OPTION 4: ENTRANCES ON LAWRENCE AND HOMESTEAD  
HOSPITAL FACING LAWRENCE

Please see Attachment 1 for drawings of this option which illustrate the following points. In this option, the goal is to entice visitors to use the Lawrence entrance and to divert staff, ambulance and delivery traffic to an entrance on Homestead. After considerable analysis, this option was found to not meet the parameters outlined earlier. It not only causes programmatic problems for the medical center, it does not support the requests of Sunnyvale neighbors to the north -- reduce traffic on Homestead and prevent cut-through traffic in the neighborhood.

- Staff members who come to the medical center 250 days a year are the ones most likely to look for short-cuts between their homes and their workplace. They would be far more likely to experiment with cutting through adjacent neighborhoods than patients who may come to the medical center once or twice a year.

Placing the staff entrance on Homestead increases the potential of cut-through traffic in the Sunnyvale neighborhood to the north.

- Since many Kaiser Permanente members visit the medical center infrequently, directing them to use the Lawrence Expressway entrance will interfere with the normal flow of traffic on the expressway. People unfamiliar with the location of a driveway naturally slow down to watch for it. Lawrence Expressway is designed for briskly-moving vehicles.
- Although the Emergency Room would still be accessible to ambulances if they entered the campus on Lawrence Expressway, it would be far more expedient for emergency vehicles to use the Homestead entrance. Generally, emergency vehicles should access a hospital from locations not used by patients and visitors who are unfamiliar with internal circulation patterns. Kaiser Permanente is not a trauma center. Only two to three ambulances arrive each day using their sirens because of an extreme medical emergency, but neighbors have consistently expressed concern about hearing sirens in their homes. Placing the emergency entrance on Homestead brings the sirens closer to Sunnyvale homes than if the emergency entrance is on Lawrence Expressway.
- This option also forces the loading dock to be on the Homestead side of the campus which means that delivery trucks will be using Homestead rather than Lawrence Expressway to enter and leave. Deliveries are made 24 hours per day.
- Because of the need to locate the diagnostic/treatment area of the hospital so that it can be used by an adjacent medical office building, this option pushes the nursing care portion of the hospital close to the neighborhood to the south. Patient bedrooms must have windows, so this option creates privacy issues for neighbors living next to the campus.
- Because patients must be able to park fairly close to the entrance to the medical facility they are visiting (hospital or medical office buildings), this option pushes the central utility plant and parking structures to the Homestead periphery -- a less-than-appealing aesthetic look, especially compared to the densely landscaped earthen berm planned for the campus periphery in Option 5. The Central Utility Plant cannot be located on the western portion of the property because it would be too far away from the buildings it serves.
- In order to achieve the same number of parking spaces at full build-out, Option 4 requires that parking be accommodated in a number of parking structures that have smaller foot prints than what is included in Option 5. These structures are shoe-horned into the only space left on the campus that is still fairly close to visitors' and staff destinations -- the periphery along the Lawrence/Homestead corner.

Please note that the actual layout of the interior of the hospital was not fully developed for this alternative design because of all of the difficulties that became evident as the option was explored. The area shown for the hospital on Attachment 1 would be at full build-out and is comparable in foot print size to the fully built-out hospital designed in Option 5.

#### OPTION 5: ENTRANCES ON LAWRENCE AND HOMESTEAD HOSPITAL FACING HOMESTEAD

This option clearly becomes the best alternative -- the one that offers the most advantages and the fewest disadvantages -- after all of the others and their ramifications are considered. Please see Attachment 2 for an illustration of the current Master Plan design, Option 5, at full build-out.

In Option 5, the campus is served by four access points -- one on Lawrence Expressway, one on Homestead Road east of Calabazas Creek, one at the Homestead/Swallow intersection, and one from Forge in Cupertino. In preliminary plans, signage and other design elements anticipated that the Lawrence and Homestead entrances would each handle 40% of the daily traffic.

In response to concerns from the City of Sunnyvale and the City of Santa Clara, Kaiser Permanente earlier this year decided to modify these preliminary plans in order to push more traffic from Homestead to the Lawrence entrance. Kaiser Permanente approached the County of Santa Clara to request modifications to the expressway that would allow a higher level of access on Lawrence. The County agreed to allow double northbound left-turn on Lawrence and three inbound and outbound lanes for the Kaiser driveway. With additional internal access modifications, the traffic will now be divided the following way:

- Minimum of 45% using the Lawrence Expressway entrance. Lawrence Expressway is a regional transportation conduit.
- 35% using the eastern Homestead entrance. Homestead Road is designated a subregional arterial roadway designed to carry subregional traffic to regional thoroughfares and to provide access to major land use parcels.
- 12% using the Homestead/Swallow entrance.
- 8% using the Forge Drive entrance off of Tantau in Cupertino.

#### Signage helps direct traffic toward Lawrence

Signage can significantly impact the flow of traffic to and from the various access points of the campus. Preliminary project signage design includes the following components:

1. Hospital directional signs on Highway 280 will direct traffic to Lawrence Expressway.
2. Hospital directional signs on Lawrence Expressway will direct traffic to the Lawrence Expressway entrance. Two hospital directional signs are envisioned for southbound vehicles on Lawrence -- one north of Homestead and one between Homestead and the Lawrence driveway, both of which will point to the Lawrence entrance as the way to access the Kaiser Permanente Medical Center. A hospital directional sign for vehicles traveling north on Lawrence will also point to the Lawrence entrance.

3. A monument sign planned for the corner at the intersection of Lawrence and Homestead will be non-directional except for a portion that directs emergencies to the Lawrence Expressway entrance.
4. The sign at the eastern Homestead Road entrance will be non-directional.
5. The sign at the Lawrence Expressway entrance will include directional arrows for emergency, shipping & receiving, and staff parking.

Please see Attachment 7 for an illustration of preliminary site monument signage designs.

### **Suggested solution for preventing cut-through traffic on Swallow**

In response to continued concerns from Sunnyvale residents to the north of the proposed new medical center, Kaiser Permanente has developed a suggested solution for the intersection of Homestead and Swallow that will prevent the possibility of any cut-through traffic into the neighborhood. Please see Attachment 5 for a diagram of the suggested treatment of this intersection.

We propose the use of raised traffic islands on the south side of the Homestead/Swallow intersection to prohibit traffic exiting the medical center from crossing Homestead Road and entering Sunnyvale neighborhood. A similar treatment on the north side of the intersection would eliminate any motivation for a staff member or visitor to attempt to cut through the neighborhood to reach the medical center. We believe this solution offers several benefits:

- Residents of the Sunnyvale neighborhood would still be able to turn east or west on Homestead from Swallow. Their movements will be unrestricted -- as opposed to the inconvenience they would experience if a median strip is placed along Homestead.
- Individuals arriving at the medical center from the west would be able to access the medical center quickly without having to go farther on Homestead.
- Individuals leaving the medical center at this intersection would be able to proceed toward Lawrence Expressway or toward Cupertino, but would be unable to go straight into the Sunnyvale neighborhood.

This solution is similar to the one that has worked so well for the City of Cupertino in preventing industrial traffic from using Tantau as a cut-through in order to enter or leave Tandem Computers on Stevens Creek.

Kaiser Permanente remains committed to the funding of a \$150,000 escrow account to pay for traffic monitoring and mitigations (if needed) in the Sunnyvale neighborhood north of the medical center. The monitoring will be done under the supervision of the City of Sunnyvale, as will any decisions or mitigations indicated by the traffic studies.

## Other traffic improvements planned

Kaiser Permanente is paying for several modifications and improvements to adjacent roadways and streets in order to mitigate any potential traffic impacts. These include:

### ▲ Homestead and Lawrence Intersection

Kaiser Permanente is paying for the addition of a new eastbound lane on Homestead for the full length of the site. In addition, Kaiser Permanente will add a second left turn lane northbound from Homestead onto Lawrence Expressway, which should significantly ease northbound traffic at the Homestead/Lawrence intersection. In fact, there will be double left turn lanes and dedicated right turn lanes in all four directions at this intersection. Please see Attachment 6 for a diagram of the improved Lawrence/Homestead intersection.

### ▲ Lawrence and Lehigh Intersection

Kaiser Permanente is paying for the addition of two left turn lanes on Lawrence Expressway into the medical center at the Lehigh intersection. Lawrence Expressway will also feature an acceleration lane and a deceleration lane at the Lehigh entrance to the medical center in order to ease visitors to the medical center into and out of expressway traffic. Please see Attachment 4 for a diagram of the Lawrence and Lehigh intersection.

## Proposed median strip presents problems

We hope that this detailed account of our efforts to design a medical center that is "user friendly" to the neighborhood as well as to our members demonstrates the sincere belief on the part of Kaiser Permanente that our presence at Lawrence and Homestead will not impact nearby residents as significantly as they fear. However, as the City of Sunnyvale considers whether to proceed with the construction of a median strip on Homestead as a way of "protecting" the Sunnyvale neighborhood to the north, we would like to call to your attention a few reasons why this action may cause more problems than it solves.

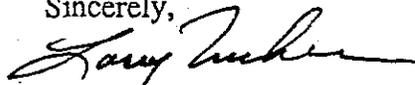
1. It significantly restricts the movements of Sunnyvale residents who live in this neighborhood.
2. It significantly impacts the ability of customers to reach Sunnyvale businesses located on the north side of Homestead Road across from the medical center.
3. It will confuse some first-time visitors to the medical center who may approach the site westbound on Homestead and expect to be able to turn into campus. If they cannot make this turn, they are equally as likely to turn north into the Sunnyvale neighborhood to double back to Lawrence Expressway as they are to proceed west on Homestead Road until they reach a point where they can make a U-turn.
4. It penalizes the private owners of Swallow south of Homestead. This portion of Swallow is privately owned, not a public street, and its owners will be dismayed to have their westbound exit access eliminated by a median strip.

We propose to the City of Sunnyvale that it hold off any decision about the need for a median strip on Homestead Road until the medical center is built and in operation. We are confident, especially with the addition of the solution we are suggesting for the Swallow/Homestead intersection, that a cut-through traffic problem will not materialize in the Sunnyvale neighborhood. The City of Sunnyvale will have access to the escrow account to pay for traffic studies and possible mitigation efforts.

### Concern for everyone's best interests

In conclusion, Kaiser Permanente feels that the existing Master Plan for the proposed medical center demonstrates the most concern for everyone's best interests. There are approximately 30,000 Sunnyvale residents who are members of Kaiser Permanente, but we are equally as anxious to recognize and accommodate the needs of our new neighbors as we are our members. Kaiser Permanente's "good neighbor" policy is more than just words -- we take action to meet the mandates of excellent corporate citizenship. We are proud of the cordial relationships we have cultivated with our neighbors at our current site on Kiely Boulevard, and we expect to develop equally pleasant relationships with our new neighbors in Santa Clara, Cupertino, and Sunnyvale.

Sincerely,



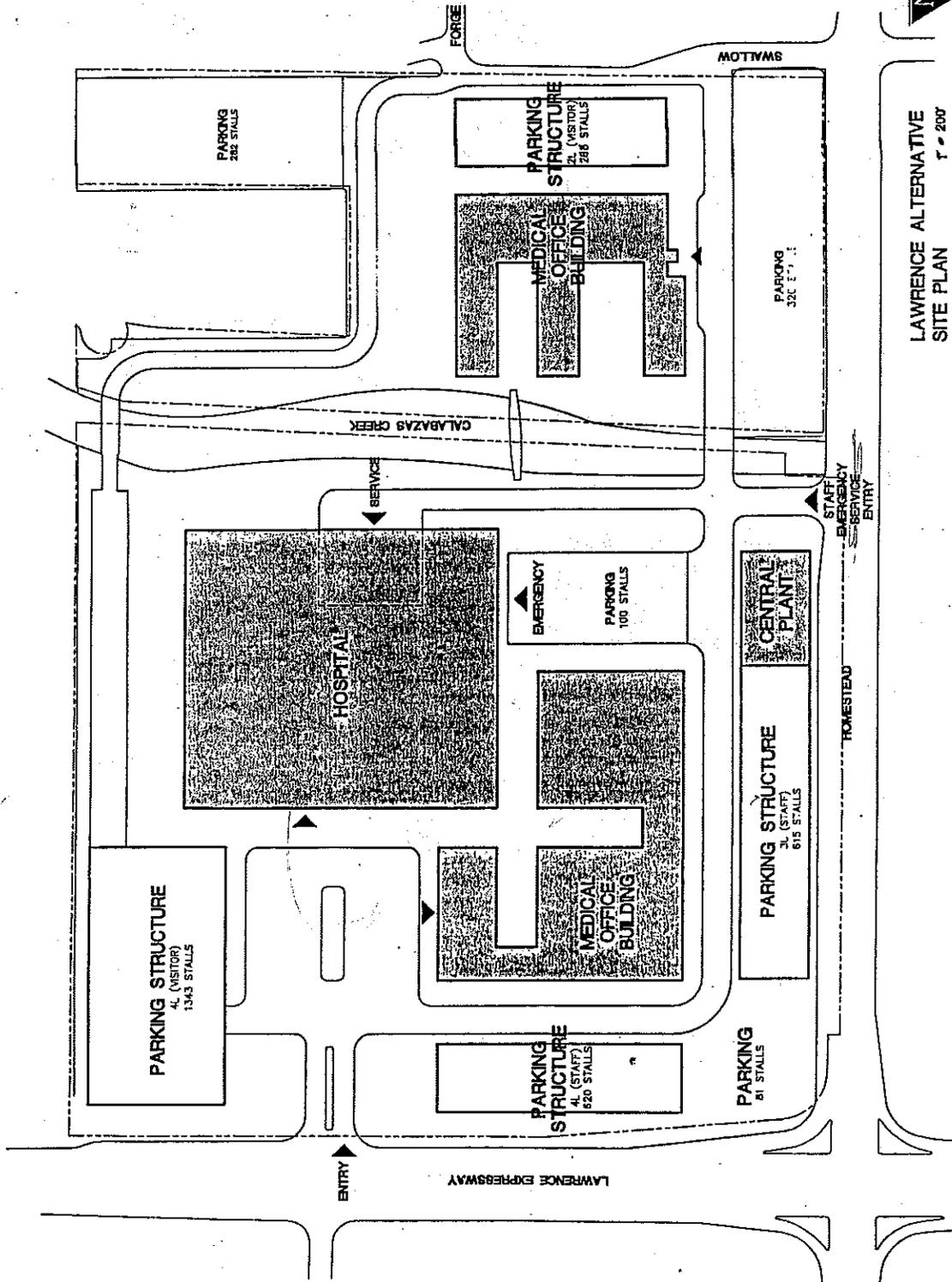
Larry Tucker  
Project Director

cc:

Tom Lewcock, City of Sunnyvale  
Marvin Rose, City of Sunnyvale  
William Powers, City of Sunnyvale  
Ray Williamson, City of Sunnyvale  
Mayor Judy Nadler and the City Council, City of Santa Clara  
Jennifer Sparacino, City of Santa Clara  
Bob Mortenson, City of Santa Clara  
Geoff Goodfellow, City of Santa Clara

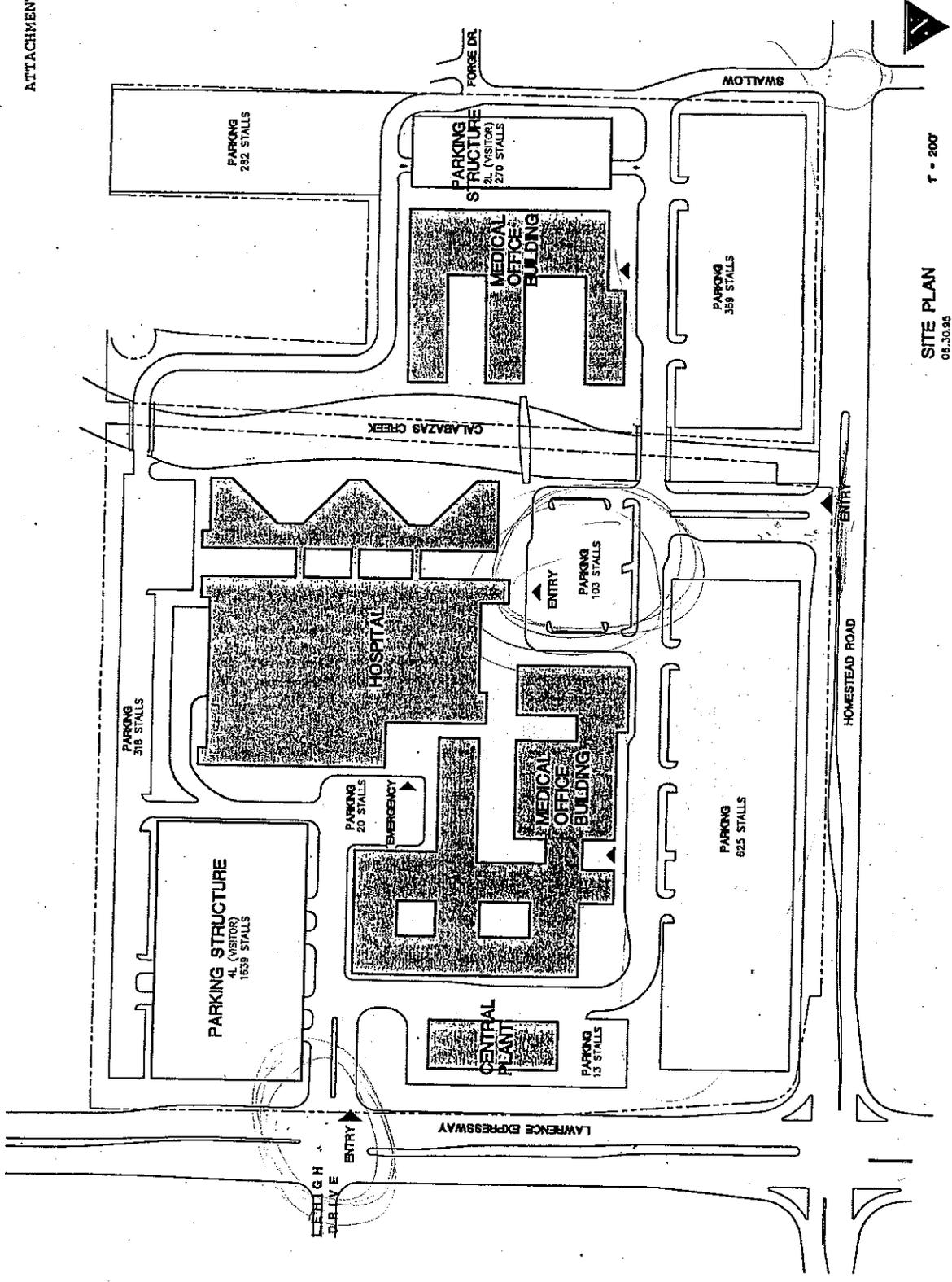
Attachments:

1. Alternate site plan
2. Current site plan
3. Homestead Road entrance diagram
4. Lawrence Expressway/Lehigh Drive entrance diagram
5. Swallow Drive entrance diagram
6. Homestead Road/Lawrence Expressway intersection diagram
7. Preliminary site monument signage designs



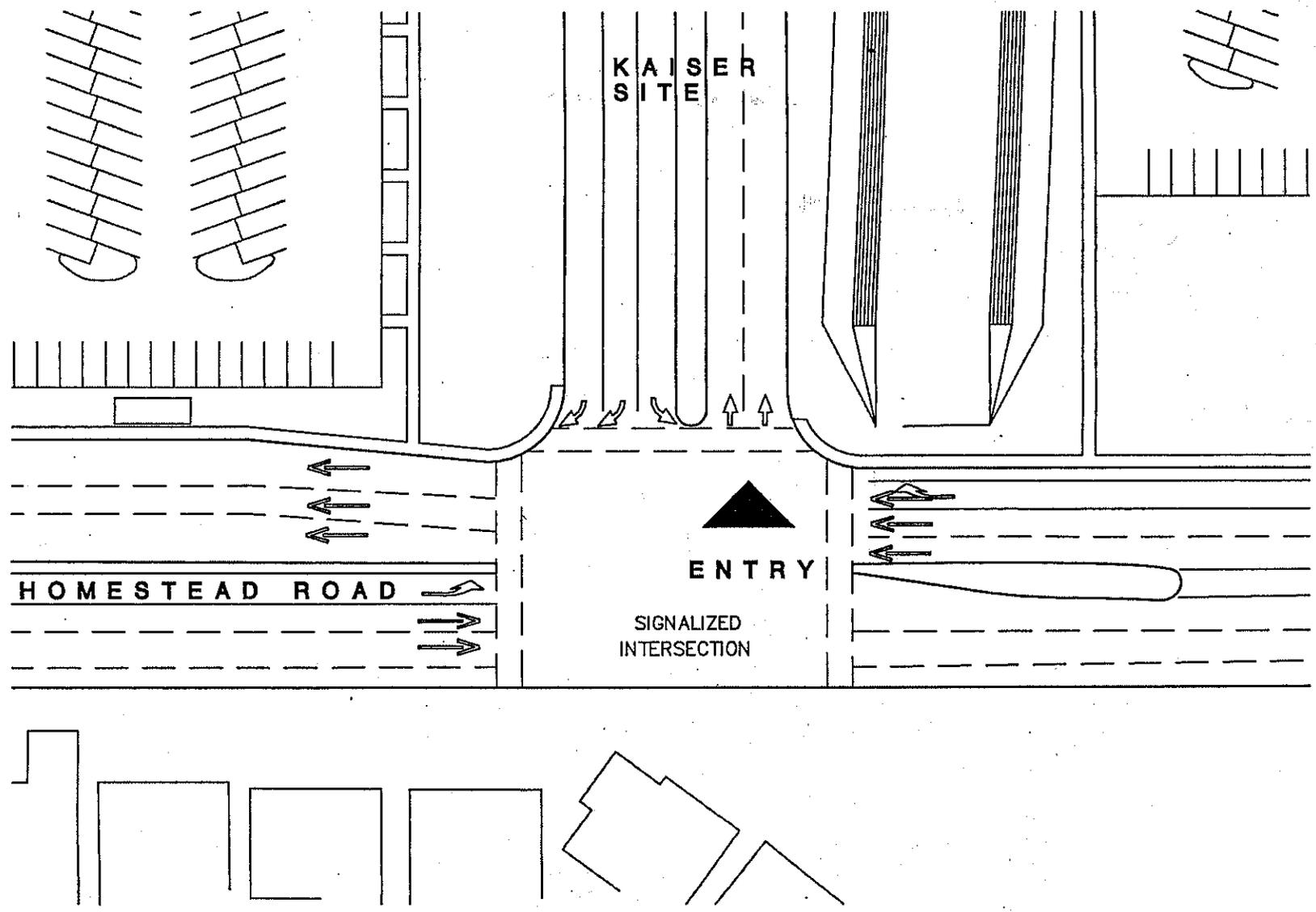
LAWRENCE ALTERNATIVE  
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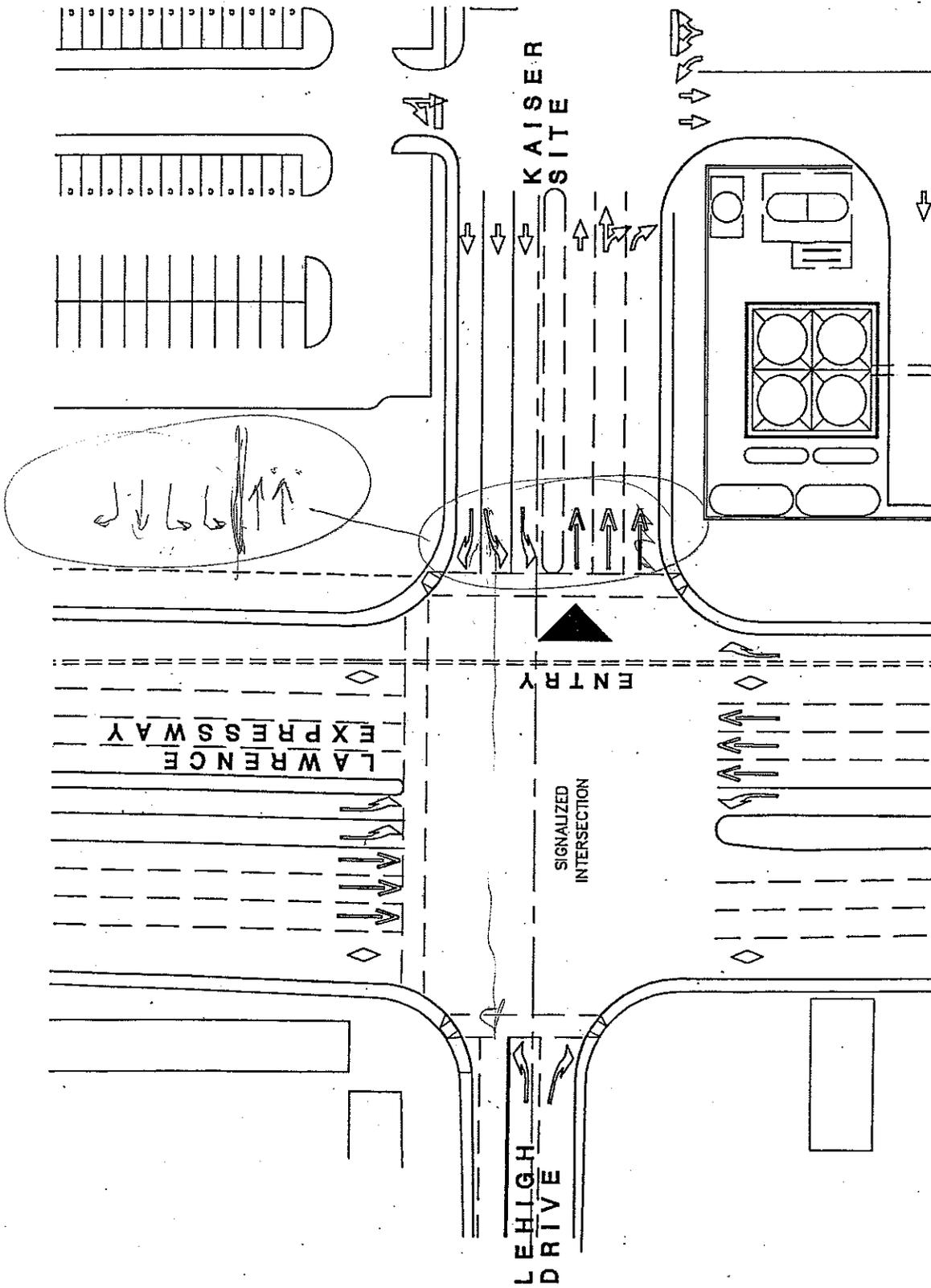
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**KAISER PERMANENTE SANTA CLARA MEDICAL CENTER  
REPLACEMENT PROJECT**  
ANGHEN + ALLEN, ARCHITECTS

**HOMESTEAD-ENTRY  
INTERSECTION**

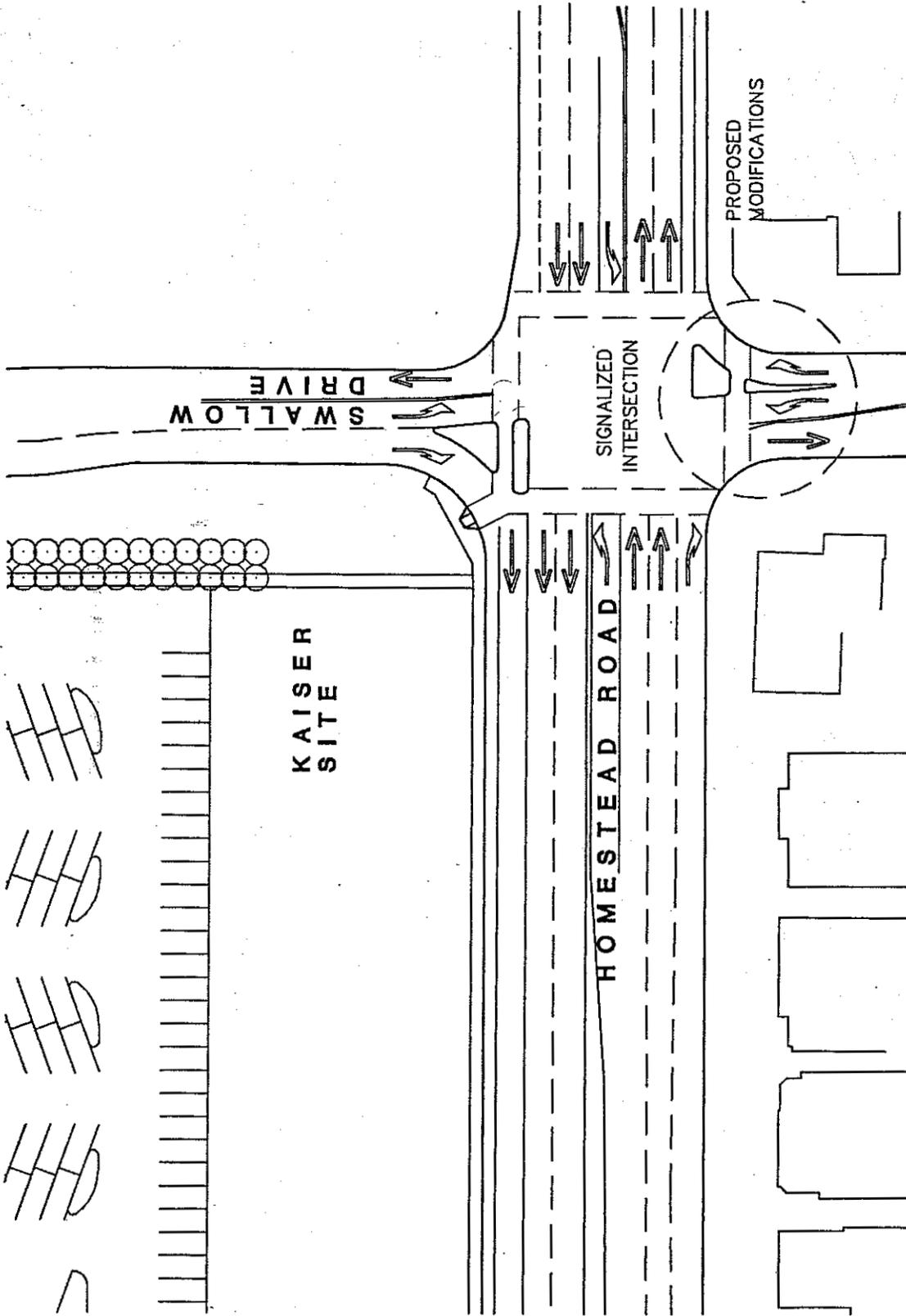


KAISER PERMANENTE SANTA CLARA MEDICAL CENTER  
 REPLACEMENT PROJECT

ANSHEN + ALLEN, ARCHITECTS

LEHIGH-LAWRENCE  
 INTERSECTION



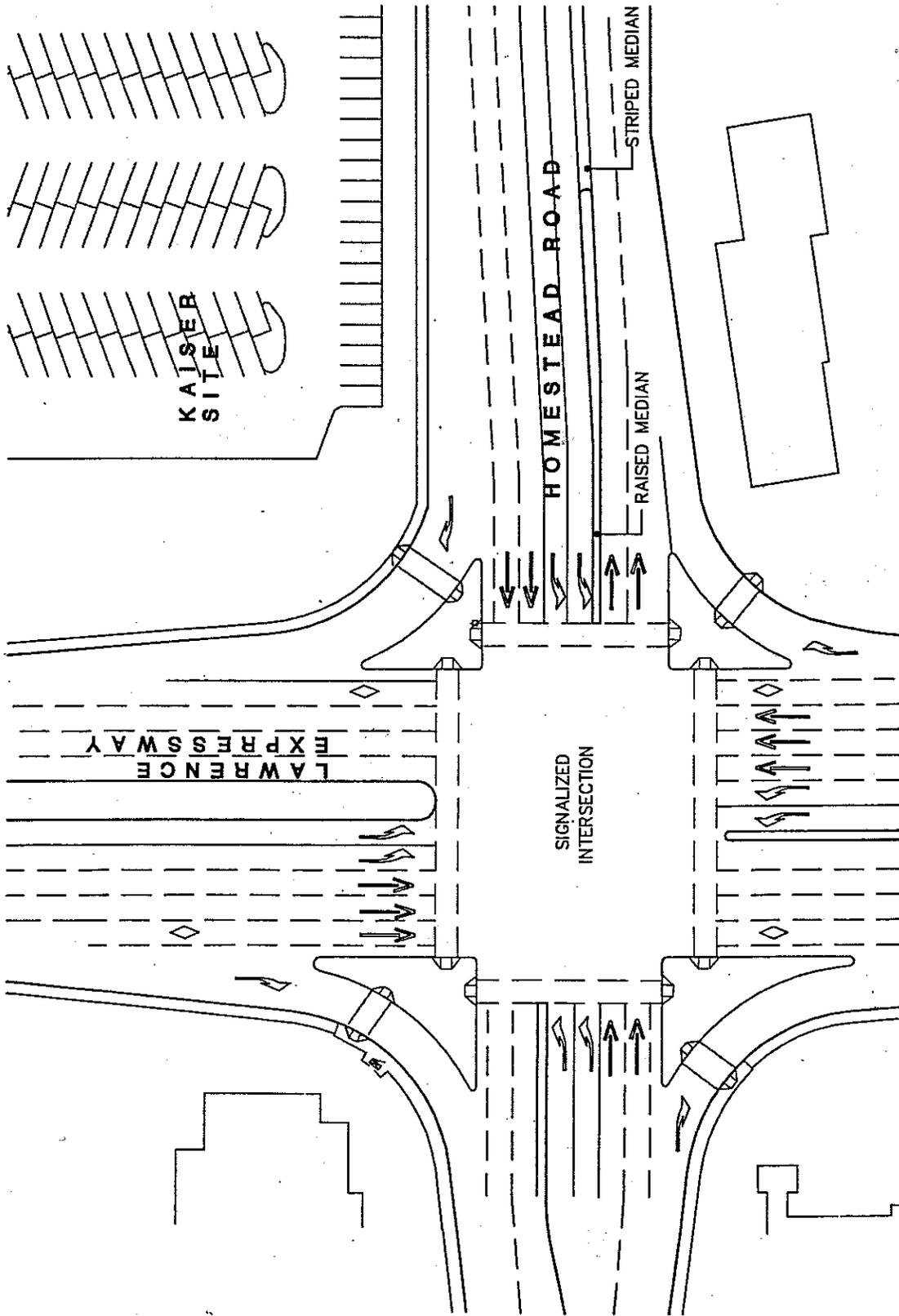


KAISER PERMANENTE SANTA CLARA MEDICAL CENTER  
REPLACEMENT PROJECT

ANSHEN + ALLEN, ARCHITECTS

SWALLOW-HOMESTEAD  
INTERSECTION





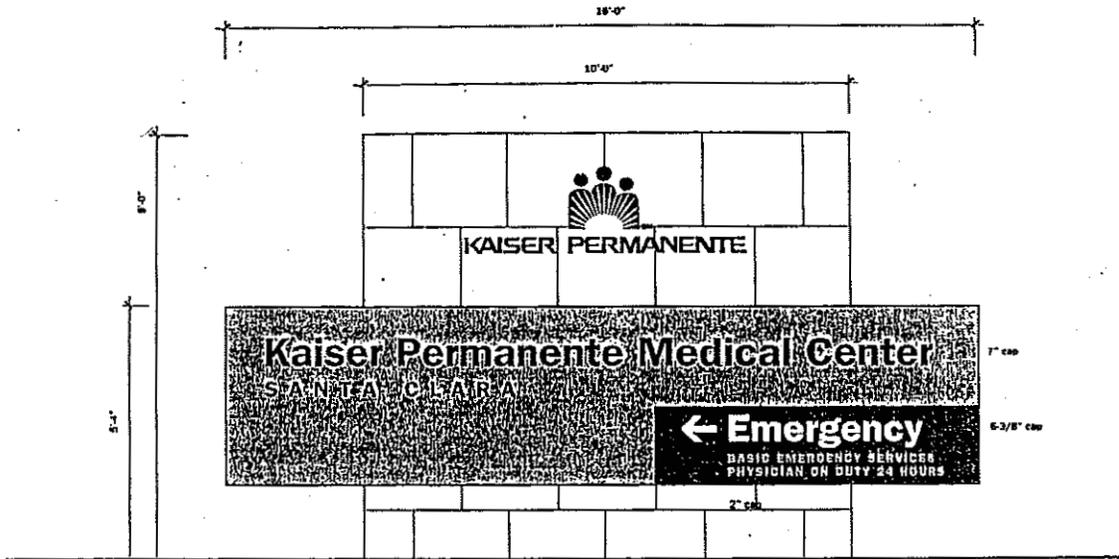
KAISER PERMANENTE SANTA CLARA MEDICAL CENTER

REPLACEMENT PROJECT

ANSHEN + ALLEN, ARCHITECTS

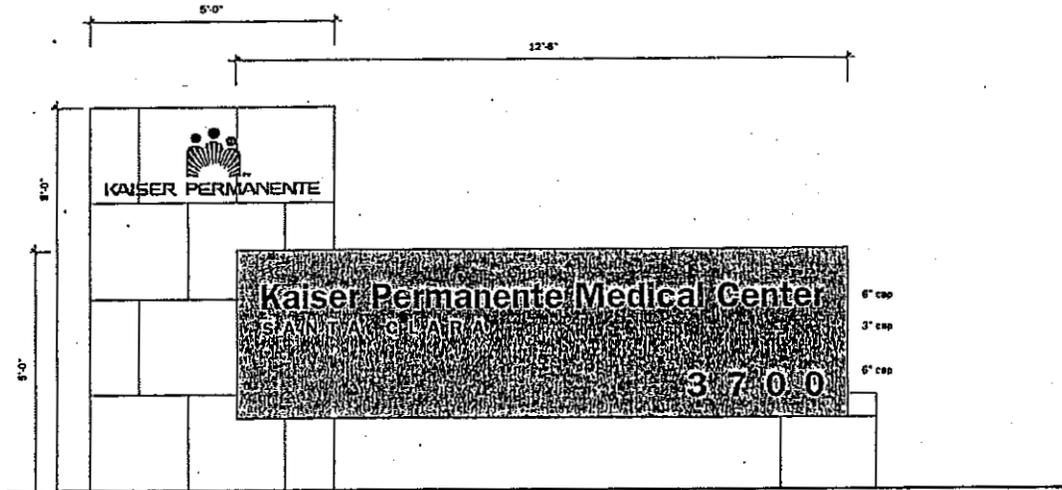
LAWRENCE-HOMESTEAD INTERSECTION





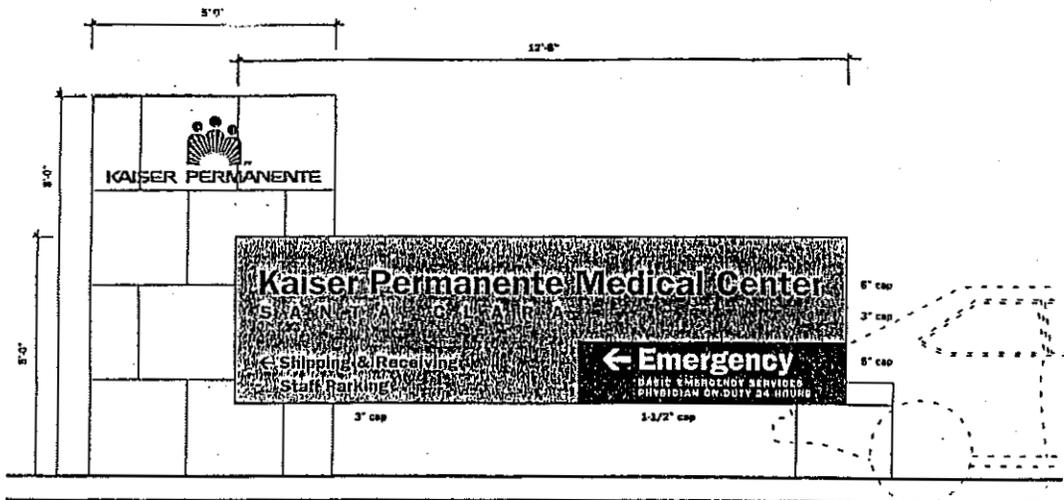
1

SITE IDENTITY: Corner Location



2

SITE IDENTITY: Entrance of Homestead Road



3

SITE IDENTITY: Entrance of Lawrence Eby



REPORT TO MAYOR AND COUNCIL

NO. 96-117

TO THE HONORABLE MAYOR AND COUNCIL

DATE: April 16, 1996

*Let ANNO  
JES  
JIM*

SUBJECT: **Proposed Modification to Kaiser Hospital Access on Homestead Road**

Report in Brief

This Report to Council focuses solely upon a modification for Kaiser Hospital's access at the hospital's main driveway on Homestead Road. During reviews of this proposed development in the City of Santa Clara in January and July of 1995, Sunnyvale's City Council directed staff to undertake the necessary steps to install a median barrier on Homestead Road at the proposed Kaiser Hospital main driveway. This median barrier would eliminate the possibility of left turning traffic into and out of the main driveway. A capital project has been included within the City's Ten Year Resource Allocation Plan and City staff is prepared to construct this median well before traffic utilization of the hospital driveway.

Kaiser Hospital representatives have recently approached City staff with a proposed modification to the median barrier which would allow left turns into Kaiser Hospital from westbound Homestead Road but would continue to preclude left turns out of the hospital driveway. City staff reviewed this proposal in terms of its likely consequences to Sunnyvale's neighborhood on the north side of Homestead Road. Staff has concluded that allowing left turns into the Kaiser driveway would likely lessen the amount of Kaiser traffic utilizing internal neighborhood streets north of the hospital.

The proposed modification would not affect traffic leaving Kaiser Hospital. Left turns onto Homestead Road would still not be allowed. Therefore, in terms of traffic leaving Kaiser Hospital, the neighborhood impacts from this current proposal would be identical to those with a full median barrier.

In studying traffic traveling to Kaiser Hospital, staff identified possible benefits to Sunnyvale's neighborhood from allowing left turns into the main Kaiser driveway. Even with the solid median barrier, traffic could still enter Kaiser Hospital by traveling south through the residential neighborhood and making a left turn onto Homestead Road or by traveling west on Homestead Road and making a U-turn at any point beyond the limits of the barrier. Most notably, some traffic from north of the Kaiser Hospital site could be expected to use neighborhood streets such as Lochinvar, Inverness, Dunford, Norman, etc. in order to reach Swallow, Quail or Peacock and make a left turn onto Homestead Road. This traffic could then simply make a right turn into the Kaiser driveway from

## Proposed Modification to Kaiser Hospital Access on Homestead Road

April 16, 1996

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Homestead Road. Staff believes that allowing left turns into the Kaiser driveway would eliminate the need for many of these trips to travel through Sunnyvale's neighborhood. Most notably, southbound traffic on Lawrence Expressway would have no incentive to turn into Sunnyvale's neighborhood street system. This traffic could simply proceed southbound on Lawrence Expressway making a right turn on Homestead Road and left turn into the hospital driveway. This same Lawrence Expressway to Homestead Road arrival path would be attractive for most trips originating northeast of the hospital site. If left turns from Homestead are not allowed, some of these trips could be expected to use neighborhood streets in order to circumvent the solid median barrier at the hospital entrance. The neighborhood street system is shown in Attachment 1. A 200' scale aerial showing the entire neighborhood will be available at the City Council meeting. Additionally, a 100' scale aerial showing greater detail along Homestead Road will also be available.

A neighborhood meeting was held on Thursday, March 21 to describe and discuss the proposed access modification with residents of the affected neighborhood. The meeting was attended by approximately 35 neighbors and included a fairly brief City staff presentation and almost two hours of questions, answers and discussion. At the end of the meeting the neighbors were asked to indicate their preference for either the currently approved full barrier median or the modified barrier which would allow left turns into the Kaiser site. Slightly more than 70% of the neighbors favored the modified access which has been proposed by Kaiser.

### Background

In January of 1995, Sunnyvale City Council reviewed the preliminary FEIR for the proposed Kaiser Medical Center. In July of 1995, the City Council reviewed the proposed project. On both occasions, the City of Sunnyvale offered extensive comments and concerns regarding the proposed Kaiser Medical complex. A major concern on both occasions was the likely impact of this proposed development upon Sunnyvale's residential neighborhood directly north of the Kaiser site. On both occasions Sunnyvale notified the City of Santa Clara of our intent to restrict access at the main Kaiser driveway on Homestead Road in order to protect our residential neighborhood. The City of Santa Clara ultimately approved the proposed Kaiser Medical complex, but asked that Kaiser representatives continue working with the City of Sunnyvale in an attempt to better address some of Sunnyvale's concerns.

The City of Sunnyvale has incorporated a project within its Ten Year Capital Plan to provide for the construction of a median barrier at the main Kaiser driveway on Homestead Road and to possibly extend that median if subsequent studies indicate a need for a median barrier at other locations. Staff is prepared to move forward with that project well in advance of traffic utilization of the Kaiser driveway.

### Discussion

Subsequent to project approval by the City of Santa Clara, Kaiser representatives have continued to look for ways to mitigate Sunnyvale's concerns about traffic impacts within our neighborhood. In reviewing the likely neighborhood traffic impacts, it became apparent that some of the anticipated traffic impacts were likely to occur simply as a result of the planned median barrier at the hospital's driveway. Since it would be impossible to make a left turn into the hospital from Homestead Road, some drivers may elect to utilize neighborhood streets to access Homestead Road west of the barrier so that they could then make right turns into the Kaiser Hospital driveway. Additionally, westbound traffic on Homestead Road might elect to make U-turns beyond the planned barrier rather than be delayed by the congested left turn movement from westbound Homestead Road to southbound Lawrence Expressway. The traffic patterns just discussed would be especially true for traffic destined to the western and northern portions of the Kaiser site.

Allowing left turns into the main Kaiser driveway would clearly increase the amount of westbound traffic on Homestead Road east of the driveway. However, this short segment of Homestead Road consists entirely of commercial uses or residences which back up to Homestead Road. The project approval requires Kaiser to construct a sound/community wall at the rear of these Sunnyvale residences.

The Kaiser access proposal would result in construction of a partial traffic signal at the Kaiser driveway. This signal would control the traffic making left turns into the Kaiser site as well as eastbound traffic on Homestead Road. Westbound traffic on Homestead Road would not be controlled by the traffic signal and would continue to flow freely past the driveway location. A level of service analysis has been done for this partial intersection and signal using the methodology approved by the County's Congestion Management Agency. The results indicate that traffic controlled by the partial traffic signal would operate at a very good level of service with very low levels of delay. The overall traffic at the intersection would operate at Level of Service B+ during the p.m. peak hour. During the p.m. peak hour vehicles making a left turn into the Kaiser site would experience an average delay of 24 seconds. The eastbound through traffic on Homestead Road would experience an average delay of only 8 seconds.

While no exhaustive traffic study has been made of likely neighborhood traffic impacts, Kaiser's traffic consultants have prepared a report (attached) which attempts to describe the differences in neighborhood traffic impact between the planned full median barrier and the currently proposed modified barrier which would allow left turns into the main hospital driveway. In this type of study, it is very difficult to quantify fairly small traffic volumes which are dependent upon a host of variables. While City staff has little confidence in the actual numbers within the report, it does agree with the report's general findings. Staff believes that a "common sense" look at the likely traffic patterns indicates that there are

Proposed Modification to Kaiser Hospital Access on Homestead Road

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potential neighborhood benefits to allow left turns into the Kaiser driveway. This common sense evaluation indicates that in many respects the proposed modified barrier which allows left turns into the hospital would result in fewer incentives for traffic to short cut through the neighborhood than does the full median barrier.

It is important to note that the only issue being reopened deals with the configuration of the median barrier at the main Kaiser Hospital driveway on Homestead Road. Neither City staff nor Kaiser representatives have proposed considering revisions to any of the other conditions of approval which were attached to this proposed development. All of the project's required mitigation measures and conditions of approval remain in full force. This includes the possibility of traffic barrier work further west on Homestead should that be merited in the future. The only question is whether a modified median barrier would be of more benefit to our residents than the currently planned full median barrier on Homestead Road.

It is also important to note that the decision made by the City Council is contingent upon the currently approved Kaiser Medical Complex project. The City of Sunnyvale would certainly reserve the ability to reconsider any access decisions should the nature or intensity of the proposed development be significantly different than that which has been evaluated in the FEIR and approved by the City of Santa Clara.

The City has received a letter from Santa Clara County's Roads and Airports Department recommending approval of the modified access being proposed by Kaiser. County staff believes that allowing left turns into the Kaiser site from Homestead Road would improve the situation likely to result at the intersection of Lawrence Expressway and Homestead Road. They are concerned that the currently approved full barrier median on Homestead Road would be likely to increase the demand for certain left turns and U-turns at the Lawrence Expressway - Homestead Road intersection. Left turns and U-turns consume more capacity than an equivalent number of through movements.

Public Contact

Publication of the agenda in the newspaper.

A neighborhood meeting was held on Thursday, March 21, 1996 at the Raynor Park Recreation Building in the neighborhood north of Homestead Road. The purpose of the meeting was to review the current access proposal from Kaiser with residents of the neighborhood which will be affected by the development of this site. Approximately 1800 letters were sent to residences and businesses in the neighborhood bounded by Homestead Road, Lawrence Expressway, El Camino Real and Wolfe Road. The letters briefly described the access proposal and the possible advantages to the neighborhood. It further indicated that draft Reports to Council on this issue would be available at the

neighborhood meeting and instructed residents that they could obtain advance copies of the draft Report to Council from the City's Traffic Engineering Division. The draft RTCs provided to the neighbors in advance and at the meeting included as an attachment the traffic study which had been prepared and provided to the City by Kaiser's traffic engineering consultant.

The meeting was attended by approximately 35 residents of the neighborhood north of Homestead Road. Two representatives from Kaiser as well as Kaiser's traffic consultant attended the meeting to observe and answer questions which could not be answered by the City Traffic Engineer. A presentation was made by the City Traffic Engineer regarding a history of the project, a review of past Sunnyvale City Council actions and the current modified access proposal from Kaiser. Following the brief presentation, almost two hours of questions, answers and discussion ensued with some strong opinions voiced on both sides of the access issue. At the end of the meeting, residents were asked to indicate their preference for the currently approved full barrier median or the Kaiser proposed modified median. Slightly more than 70% of the residents indicated a preference for the modified median which would allow left turns from Homestead Road into the Kaiser site.

All individuals who attended the neighborhood meeting as well as individuals who contacted the City by telephone will receive copies of this report in advance of the City Council meeting and be invited to attend the meeting. Copies of this report have also been provided to representatives of Kaiser, the City of Santa Clara staff and staff from the County's Road and Airports Department.

#### Fiscal Impact

Funds for construction of a barrier median have already been approved by the City Council and are contained within the City's Ten Year Resource Allocation Plan. Sufficient funds are budgeted to extend the median to other portions of Homestead Road if other traffic problems should arise. These future extensions would only occur following evaluations by City staff and review by the Sunnyvale neighborhood which would be effected.

There would be a positive impact if the median construction is performed by Kaiser, rather than the City.

#### Alternative Courses of Action

1. Make no changes to existing City of Sunnyvale decisions. This would essentially be a reaffirmation of the approval to install a solid median barrier at the hospital's main entrance on Homestead Road. This would preclude all left turns to and from the hospital site at this location.

Proposed Modification to Kaiser Hospital Access on Homestead Road

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2. Choose to approve a modified median barrier which would allow left turn access into Kaiser Hospital but continue to preclude left turns from Kaiser Hospital onto Homestead Road. The City would reserve the right to reconsider this decision should the nature or intensity of the proposed Kaiser project be changed.

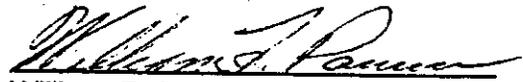
Recommendation

Based upon staff's evaluation of the Kaiser proposal and the preference indicated by a majority of the neighbors attending the neighborhood meeting, Alternative #2 is recommended.



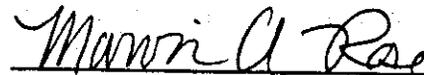
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Ray C. Williamson  
City Traffic Engineer



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William F. Powers  
Director of Community Development



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Marvin A. Rose  
Director of Public Works

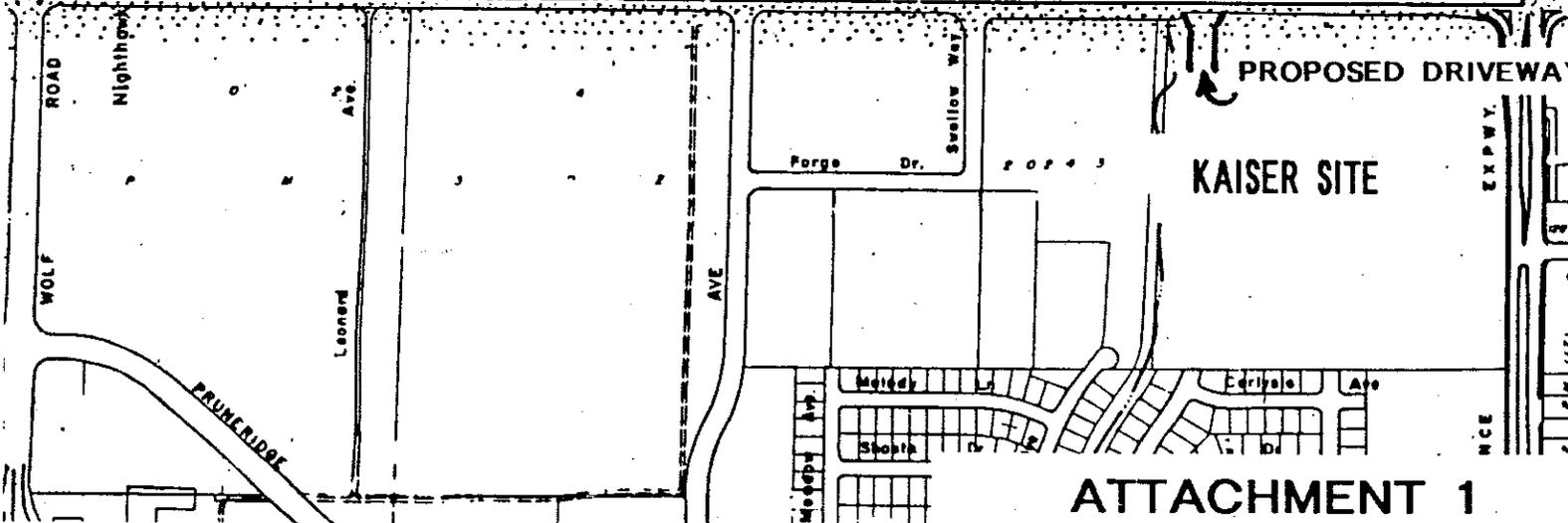


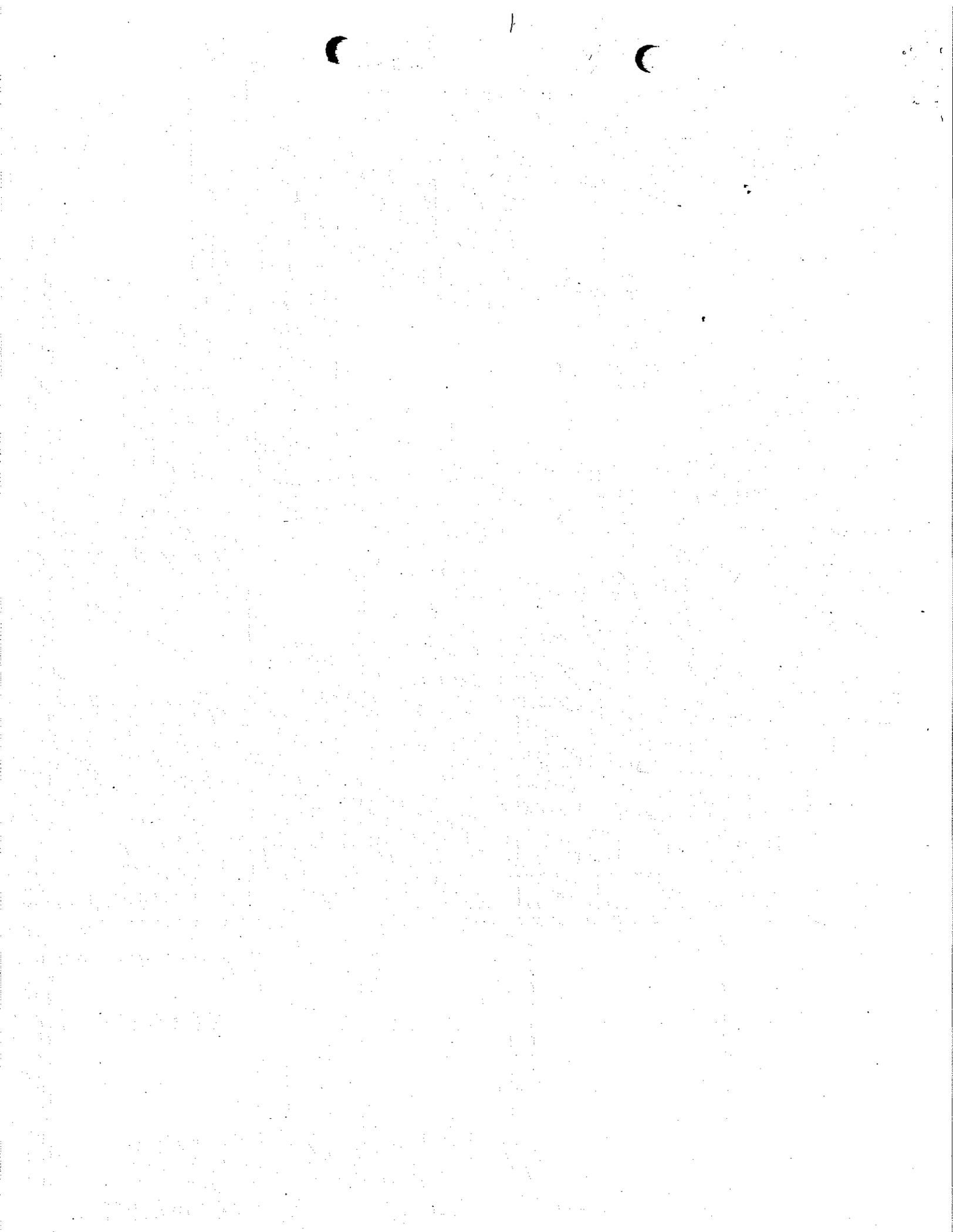
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Thomas F. Lewcock  
City Manager

Appendix:

- Attachment 1: Neighborhood Street System
- Attachment 2: Access study provided by Kaiser







## TECHNICAL ANALYSIS FOR ACCESS TO THE KAISER MEDICAL CENTER

### INTRODUCTION

The City of Sunnyvale, the City of Santa Clara, and Kaiser have worked on the a system of access points to the proposed medical center complex at the corner of Homestead Road and Lawrence Expressway. Several alternative access schemes have been considered and the purpose of this brief report is to attempt to establish an alternative which may meet the objectives of all parties involved. The alternative presented in this analysis involves the modification of a full barrier on Homestead Road which prevents left turns, either in or out, from being made from the Kaiser entrance. The complete barrier, as proposed by the City of Sunnyvale, has been modified slightly to allow traffic to turn left into the site from Homestead Road. This design provides for most of the benefits of completely closing off the driveway, but does not provide for any of the potential negative aspects of restricting this movement. It is the position of the City of Santa Clara and Kaiser that the proposal presented in this report is the best solution, improves the situation for residents north of Homestead Road, and should be implemented by Kaiser in conjunction with their project construction.

### ACCESS SCENARIOS

To date, six access plans, or combination of access designs, have been considered for the Kaiser project. Three access plans are currently still being considered. These three access scenarios are briefly described below.

- 1) Revised Four Access with Enhanced Lawrence Entrance. Two main entrances, one from Homestead Road and one from Lawrence Expressway, however, the entrance from Lawrence Expressway has been modified along with internal circulation improvements to attract more traffic. Also, the Swallow Drive access has been modified from the original concept to allow only right turns in and right turns out. This access alternative has been adopted by the Santa Clara City Council during project approval.
- 2) No Left Turns to and from Homestead Road at Entrance. This alternative has been endorsed by the Sunnyvale City Council and limits the movements at the Homestead Road entrance to right turns in and right turns out. The restriction of left turn movements would be achieved through the construction of a raised median barrier in the center of Homestead Road.

- 3) Left Turns In but No Lefts Out at Homestead Road Entrance. This alternative is currently being proposed by Kaiser to achieve the benefits of the Sunnyvale proposal without as many of the circulation problems, either for Sunnyvale residents or Kaiser patients. A raised median barrier would also be constructed with this access scenario, however, it would be modified to allow left turns into the medical complex. The remaining access points would remain as adopted by the Santa Clara City Council with an enhanced entrance from Lawrence Expressway, right turns only at Swallow Drive and access from Forge Drive.

### ACCESS UTILIZATION

A detailed analysis of traffic patterns has been conducted for each of the above alternatives. Each of the access schemes affects the amount of traffic using a respective driveway, as well as the amount of traffic which would use a particular roadway link. Table 1 estimates the percentage of daily traffic to and from the hospital which would use a particular driveway based on the access scheme. Table 1 also estimates the amount of traffic on Homestead Road on each side of the driveway associated with each access scheme.

Access Scenario 1 was developed by Kaiser and presented as the preferred access plan during the public hearings on the project. This access alternative prohibited left turns to and from the project site at Swallow Drive. This access plan was ultimately adopted by the Santa Clara City Council. The intersection channelization required to prohibit the left turn movements also prohibits through traffic movements across the intersection. The proposed intersection channelization will prevent, to the greatest degree possible, traffic to and from the project from using the residential streets to the north. As noted on Table 1, the percentage of traffic estimated to use the Swallow Drive entrance is 7 percent. Previous access schemes had up to 12 percent of the project traffic using this entrance if both left and right turn movements are permitted. The trips prohibited from using the Swallow Drive entrance will now be required to use the Homestead Road access or the Lawrence Expressway access. Access Scenario 1 does not affect the use of Homestead Road east of the entrance, but further reduces the amount of traffic on Homestead Road to the west of the entrance. Table 1 notes that 140 to 380 vehicles per hour can now be expected to use Homestead Road west of the medical complex entrance. Previously considered access schemes projected that from 260 to 450 vehicles would use this section of Homestead Road.

Access Scenario 2 has previously been endorsed by the Sunnyvale City Council. This alternative restricts access at the Homestead Road entrance to right turns only. This change in access reduces the amount of traffic using the Homestead Road entrance to an estimated 24 percent of total project traffic from the 38 percent of project traffic expected for Access Scenario 1. The shifted traffic would then use the Lawrence Expressway entrance and Forge Drive. As noted on Table 1, the amount of traffic using Homestead Road would be reduced to 190 to 990 vehicles per hour east of the entrance and 120 to 320 vehicles per hour west of the entrance. Although this

Table 1  
 Buildout Driveway Usage  
 PM Peak Hour

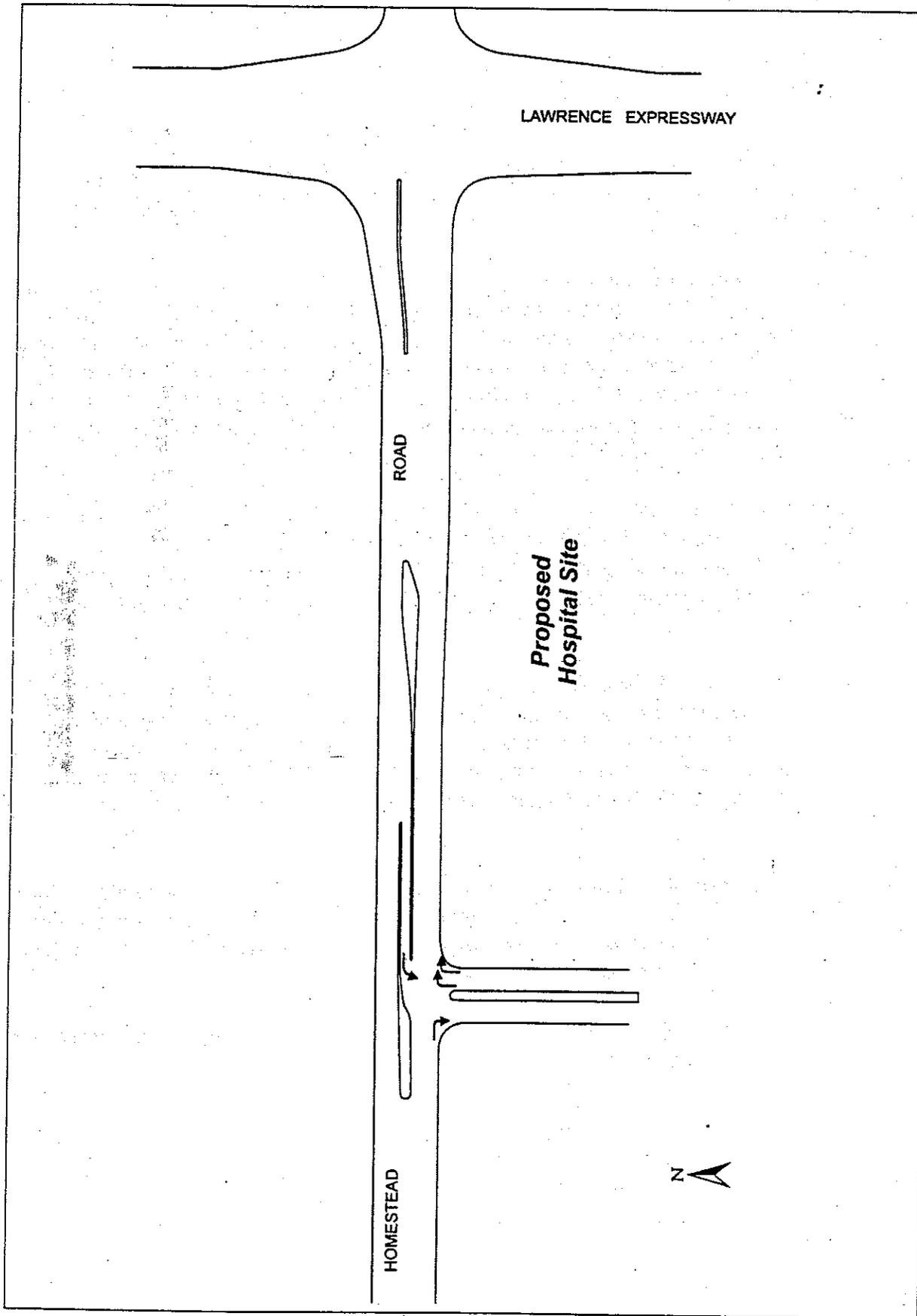
Access Scenario	Percent of Project Traffic				AM/PM Project Traffic Volumes	
	Lawrence Entrance	Homestead Entrance	Swallow Entrance	Forge Entrance	Homestead E/O Entrance	Homestead W/O Entrance
1) Revised Enhanced Four Access Plan (No lefts at Swallow)	47%	38%	7%	8%	660/1,240	140/380
2) No Left Turns on Homestead (Otherwise the same as # 1)	58%	24%	7%	11%	190/990	120/320
3) No Left Turns Out at Homestead (Otherwise the same as # 1)	48%	34%	7%	11%	680/1,320	120/320

access plan achieves Sunnyvale's objective of reducing traffic on Homestead Road, it may not further the objective of keeping traffic out of the neighborhood. For example, project traffic southbound on the Lawrence Expressway could turn right on Lochinvar, left on Swallow, left again on Homestead to make a right turn into the Homestead Road entrance. If instead, left turn in movements were allowed from Homestead Road, the need to potentially use a travel path through the neighborhood is eliminated.

Access Scenario 3 is currently being proposed by Kaiser and the City of Santa Clara, although no official action on this plan has been made by the Santa Clara City Council. This alternative will allow left turns into the project from the east, but will not allow left turns out onto Homestead Road. As noted on Table 1, this alternative will increase the use of the Homestead Road entrance to an estimated 34 percent, when compared to Alternative 2, and will also increase the amount of traffic on Homestead Road east of the entrance to 680 to 1320 vehicles per hour. However, when compared to Access Scenario 2, the amount of traffic on Homestead Road to the west of the entrance remains the same as for Alternative 2 with 120 to 320 vehicles per day expected to use this section of the roadway. This alternative is presented for several reasons. First, this access scenario keeps traffic out of the residential neighborhood to the greatest degree possible. No through or left turn movements will be allowed at Swallow Drive. Also, the potential travel path through the neighborhood described for Alternative 2 would not materialize because the left turn can be made from Homestead Road. Second, Kaiser desires additional access for infrequent patient and visitor trips from a roadway such as Homestead Road with lower traffic volumes and travel speeds than the Lawrence Expressway. The left turn movement in from Homestead Road provides this additional level of access. Third, the amount of traffic on Homestead Road at the critical location, west of the entrance, is the same for Alternatives 2 and 3. The estimated increase in traffic from the project on the 1,200-foot segment between the Lawrence Expressway and the medical complex entrance is estimated at 330 vehicles during the PM peak hour.

## ACCESS DESIGN

Figure 1 illustrates the access design for the entrance from Homestead Road. As shown by the design, a complete median will actually be constructed along the center of Homestead Road, similar to the median proposed by Sunnyvale. The median will channelize the left turns into the site. Once a vehicle enters the left turn bay it will be forced to turn left into the project. The median will be extended through the entrance so that left turns from the project to westbound Homestead Road cannot be made.



KAISER SANTA CLARA

Figure 1

# PROPOSED HOMESTEAD ROAD ACCESS

## JUSTIFICATION FOR CURRENT ACCESS PROPOSAL

There are several reasons that Access Scenario 3, which is the recommended access plan of Kaiser and the City of Santa Clara, is considered the best alternative. The following are some of these key points.

- If a left turn movement into the project is allowed from Homestead Road, traffic from the north and east will not be enticed to travel through the neighborhood via Lochinvar and Swallow. Instead, project traffic would use the Lawrence Expressway and Homestead Road and left into the site at the entrance. Restricting the use of the 1,200-foot segment of Homestead Road between the entrance the Lawrence Expressway, which Alternative 2 does, is likely to cause travel path deviations which will impact the residential neighborhood to the north of Homestead Road.
- Alternative 3 minimizes the amount of traffic on Homestead Road west of the entrance driveway. As noted in Table 1, Alternative 3 is expected to restrict traffic volumes on this section of Homestead Road to the same degree as Alternative 2. Traffic volumes to the west are controlled by restricting the left turn out movement which both alternatives accomplish.
- The possibility of both legal and illegal U-turns would be reduced with Alternative 3. If left turns into Kaiser are not allowed, some traffic will execute U-turns at Swallow Drive and Tantau Avenue to return to the entrance and turn right into the medical complex. Some of these left turns could also occur at mid-block locations. U-turns at intersections reduce the traffic carrying capability of the intersection. U-turns at mid-block locations can present a safety issue.
- Even though this alternative access scenario does increase traffic on Homestead Road to the east of the entrance over Alternative 2, the residential units along this portion of Homestead Road do not face the roadway. Also, Kaiser will build a privacy fence which will help minimize the traffic effects on the residents.
- The increased traffic on the eastern segment of Homestead Road will increase the exposure of the commercial businesses located near the corner.

## Kaiser Community Meeting Notes

4/2/09

Disturbed by process - original decision, disturbed about devices being reinstalled.

If traffic increases in neighborhood, why look at south exit – doesn't support.

Why would exclusive lane disallow lefts?

Support left

Wants a vote of the people

Doesn't want a vote, argues study shows no cut through.

Wants to know if speakers are residents of the neighborhood or Kaiser patients or both – She is a resident

Kaiser patient/Sunnyvale- U-turn is inconvenient, wants left.

Kaiser/Sunnyvale Resident Wolfe N of ECR – not interested in going through neighborhood- stop signs slow traffic.

Kaiser and Sunnyvale Resident- favors left turn- doesn't make sense to cut through main entrance traffic signal operation currently halts traffic

Kaiser/Sunnyvale Resident/Volunteer. Left does not affect LOS

Kaiser, many patients question signal. Current operation requires people to cross multiple lanes.

Kaiser Member/ Sunnyvale – Supports left, hates getting on expressway. U-turn vs. expressway right turn is perceived as dangerous.

Kaiser Member/Sunnyvale Resident – no logic to not having left – wouldn't go through neighborhood. Wants left hand turn ASAP. How long will it take?

Birdland resident – believes u-turn forces people to use Lawrence – saves 6 traffic lights.

How many people use Forge?

Swallow signal should be focus of left turn issue. Believes study is biased – Kaiser funded.

Kaiser – not a resident – supports left

Santa Clara resident south of hospital.

If Kaiser used Forge would there be a Forge/Tantau signal.

Kaiser Member- area south of Santa Clara. If left turn allowed, would be a decrease on Inverness, Quail, divert now because they cannot turn left.

Believes Birdland snookered the City

Kaiser Member lives on Inverness – supports left

Birdland Member – opposes cut through traffic, believes study is meaningless because Lawrence is faster, that is why no cut through. Forge, Swallow are private. 4 traffic lights in a half a mile is ludicrous, will congest Homestead.

Light is already in place- no effect on Homestead

New Brunswick/Homestead resident – Kaiser Member have compassion about sick people, worried people visiting Kaiser

Kaiser Member- doesn't like Kaiser roundabout, neighborhood streets do not go through – not fast

Sunnyvale Resident/Kaiser Member/Dr. – in favor of left. Part of job is to judge reliability, safety - from her perspective left turn is not reliable or safe. Pleased that study shows no cut through. 1 in 3 Kaiser Members, workers live in Sunnyvale.

Yes on left

Sunnyvale Resident/Kaiser Member, employee – U turning traffic flow wastes gas and emissions.

Birdland Resident – has not noticed any change in traffic since hospital opened – Kaiser Member/employee

Birdland Resident/Kaiser volunteer – supports left

Resident/Kaiser Member- Fremont/Mary – banning left does not restrict people from still cutting through neighborhood.

Resident- Kaiser Member – rides bikes through neighborhood, drives car on Homestead.

Kaiser member-Wolfe/Fremont- tried to cut through doesn't work – too slow. Sick seniors go to Kaiser, believes u-turn decreases safety.

Birdland Resident- Firth/Lochinvar – opposes left turn

Birdland Resident – opposes left, seen a huge increase in 40 years. Kaiser sent letter

Kaiser/Birdland Resident – opposes left, sick people shouldn't drive.

Birdland Resident, Kaiser Member – supports left, watches for cut through, hasn't noticed in 18 years.

Kaiser/ Sunnyvale Resident – supports left

Kaiser Member/Employee – enters on Homestead exits on Lawrence, left would improve safety @ roundabout

Sunnyvale Resident/Kaiser Member – using Lawrence makes no sense for him, will use Homestead no matter what.

Kaiser Member/ Birdland Resident – supports left pushes collision risk to Santa Clara, increases congestion – supports left.

Kaiser Member/Sunnyvale Resident – supports left – current arrangement has induced breaking of the law.

Sunnyvale Resident/Kaiser Member – 40 year resident DPS volunteer urges expedited action.

Kaiser Member/Volunteer / Birdland Resident – walks to Kaiser because of inconvenience of left turn

Sunnyvale Resident – doesn't know of any restricted turns in Sunnyvale – supports left.

Sunnyvale Resident – does not want restriction

Birdland Resident /Kaiser Member, volume of traffic at Lawrence exit is congested.

Sunnyvale Resident – issue embarrasses her – supports left

Sunnyvale Resident/Birdland Resident/Kaiser Member – husband is DPS, doesn't understand why people are directed to dangerous intersection.

Sunnyvale Resident /Kaiser Employee/Kaiser Member/Kaiser Safety Officer – has observed drivers having difficulty making u-turn – environmental, safety benefit.

Birdland Resident – has not witnessed an increase in traffic – 55 year member

Lawrence speed is very fast- Kaiser Member and Volunteer – traffic in Birdland is people that need to be there.

Show of Hands – 5 opposed to left turn out of approx. 120.

Birdland Resident/Kaiser Member – believes that Homestead traffic noise has increased. Kaiser is open evenings, weekends, changed hours of traffic noise. Left turn restriction may deter some traffic. Thinks existing traffic signals make conditions dangerous.

Kaiser Member/Sunnyvale Resident – supports left, not an alternate route to her house on Hollenbeck

Sunnyvale Resident (40 years) – Kaiser Member – resents money spent on this study, believes decision is simple.

Sunnyvale Resident/Kaiser Member – reserves the right to use public streets, rides his bike in Birdland and drives on Homestead. Feels like Sunnyvale is trying to be a bad neighbor to Santa Clara, Kaiser. Ortega Park resident.

Kaiser Member/Sunnyvale Resident/Ortega Park Resident – Homestead speed limit is faster, walks sometimes SB Lawrence to WB Homestead same as u-turn – close calls. Process low impact decision – just do it, if it doesn't work, reverse it.

Kaiser Member/Sunnyvale Resident near Community Center – supports left, won't drive through Birdland.

Sunnyvale Resident – 280 at Lawrence is confusing, people want to go the way they came, will not choose an alternate route

20 year Sunnyvale Resident/Kaiser Employee –west side resident left turn restriction doesn't make sense no short believes minority of residents overwhelming majority.

Forge Drive – Pave, use signs to direct people towards Forge.

Report misses the point – City's position of no left turn was to make Lawrence the main entrance

How many lefts?

Sunnyvale Resident/Kaiser Member – employer upset about cost of process, too much time and money, impact on premiums. Council is abdicating decision making.

Sunnyvale Resident/Kaiser member – not allowing left will not impede Homestead traffic.

Why signal designed for a future left?

Believes main entrance issue has been resolved – let people go the most direct route.

Birdland 41 year Resident – nobody goes through Birdland, no increase in traffic since hospital

1 out of 3 Sunnyvale residents associated with Kaiser 45,000 people versus small number of residents. Cut through not an issue. Believes simple decision has taken way too long – process is broken

APR 16 2009

April 13, 2009

## Shooting at Kaiser Santa Clara

Mr. Witthaus,

I'm sure that caught your attention and it is something that could very well occur on Kaiser Santa Clara's campus in this day and age.

Sunnyvale Public Safety was involved in the 1988 ESL shooting. I had a family member with the Sunnyvale Public Safety involved in that horrific shooting. It was utter chaos after the call came out as Public Safety arrived at the scene. Employees were running to the parking lot to flee. They were frantic! Was the gunman still inside the building or is he one of them leaving? Getting the perimeter set up quickly, calling in SWAT and hoping the death toll doesn't rise.

Shall we discuss the LEFT HAND TURN lane now? With so many killings happening at work places, for example, 101 California Street shooting, San Francisco, postal shooting Goleta, CA, Columbine shooting, Virginia Tech shooting, Santa Clara SiPort Inc shooting, American Civic Association shooting, Binghamton, New York, and the Nursing Home shooting, Carthage, North Carolina (just to name a few), the left hand turn lane should be taken seriously for the matter of evacuation, being a shooting, fire, or earthquake.

Responding to this type of call at Santa Clara Kaiser would be Sunnyvale Public Safety, Santa Clara PD, Sheriff Department, CHP, SWAT, multiple Fire Departments, Paramedics, Detectives, San Jose PD helicopter, off duty officers, the Media, Cal trans and so forth.

Kaiser would have to be evacuated. Employees, visitors, vendors, volunteers, some patients and Kaiser Members, probably some 6,000 plus people, would be exiting Kaiser or trying to. ALL headed towards Lawrence Expressway by the way of the two paved exits on campus that lead them in that direction.

I hope I have painted a clear picture on what a mess it will be!

The barriers need to be removed and the LEFT HAND TURN lane activated.

I'm a cop's wife that would want my husband to be able to perform his job without any obstacles in his way that were generated by Birdland residents that have absolutely NO knowledge on community safety and the safety of their police officers.

Thank you for your understanding in this matter,



**From:** Marvin Rose  
**To:** Witthaus, Jack  
**CC:** Uribe, Christina  
**Date:** 4/15/2009 5:35 PM  
**Subject:** POLICY--Fwd: Re: Left Turn Lane From Kiaser To Homestead

FYI.

Marvin

>>> Heidi Kirk 4/15/2009 2:53 PM >>>  
Forwarding from Council AnswerPoint. -H

>>> On 4/15/2009 at 2:52 PM, Heidi Kirk <[Heidi.Kirk@ci.sunnyvale.ca.us](mailto:Heidi.Kirk@ci.sunnyvale.ca.us)> wrote:  
Ms. Lockhart:  
Thank you for your additional email. I am forwarding your message to Council, copying key City staff for their information as well.

Ms. Heidi Kirk  
Executive Assistant  
Office of the Mayor and City Council  
City of Sunnyvale, CA  
[hkirk@ci.sunnyvale.ca.us](mailto:hkirk@ci.sunnyvale.ca.us)  
[www.ci.sunnyvale.ca.us](http://www.ci.sunnyvale.ca.us)  
PH: (408) 730-7470  
FAX: (408) 730-7699

>>> On 4/15/2009 at 2:48 PM, Ellen Lockhart wrote:

To the City Council: The meeting on the left turn Homestead/Kaiser Way was excellent. I felt like impartial data was available in the study, and not just anecdotal complaints from either side. It's clear that the Birdland neighborhood is not threatened with Kaiser members. Birdland should cheer up that the principal employers adjacent are not belly up businesses. I was amazed to see last week the City was putting in a reinforced left turn barrier at the Homestead light (at what cost when there's a study to allow left turns). Hope the City allows the turns - I never go into the Birdland neighborhood - to help the rest of us (the majority) out. Ellen Lockhart,

--- On **Wed, 12/10/08**, Heidi Kirk <[HKirk@ci.sunnyvale.ca.us](mailto:HKirk@ci.sunnyvale.ca.us)> wrote:

the Department of Public Works at [pubworks@ci.sunnyvale.ca.us](mailto:pubworks@ci.sunnyvale.ca.us).

\*\*\*\*\*  
\*\*\*\*\*

Ms. Heidi Kirk  
Executive Assistant  
Office of the Mayor and City Council  
City of Sunnyvale, CA  
[hkirk@ci.sunnyvale.ca.us](mailto:hkirk@ci.sunnyvale.ca.us)  
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>>> On 12/10/2008 at 12:17 PM, Ellen Lockhart wrote:

The left turn lane from Kaiser's exit on to Homestead is overdue and should have a priority as it wastes gas, time and complicates the extended turn off Lawrence. I use this turn to go back down Homestead to Wolfe, retracing my route and not going through any neighborhoods but my own. The traffic study was paid for by Kaiser and the left turn off the Kaiser exit needs to be implemented. I hope to hear the Sunnyvale City Council has acted

## Questions/Comments on Kaiser Traffic Study

1. Map on figure 1&8 (and other maps) does not show Quail going thru to Dunford. The exit at Lehigh allows both right turns and left turns, not just right turns as shown.
2. Pg 5. We who live in the neighborhood know how to avoid traffic lights and stop signs to reduce travel time. Therefore cut thru traffic will save time
3. Pg 15. Four traffic lights within ½ mile is ridiculous for a major thoroughfare.
4. Figure 5. Do you believe that the high traffic counts on Quail, Swallow, Lochinvar, Dunford & Marion are all due to local traffic?
5. Pg 17 Why would you expect that any of the people who made a U turn at Lawrence would then go and cut through the neighborhood and when they can go north on Lawrence and get there much faster?
6. Swallow Way and Forge Drive are private streets. Has the property owner & Cupertino agreed that Kaiser can use these for ever more?
7. Pg 1. Did you see any right turn cheaters who turn right on both lanes when there is a green light on Homestead. I see that fairly often, and that's really dangerous.
8. Will the intended traffic light on Homestead and Swallow way be for right turns and left turns only?
9. Where is the study for the traffic emanating from the new 100,000 sq ft office building on Tantau and the planned major expansion by Apple on Tantau and Pruneridge considered?
10. Did you follow any of the left turn cheaters to see where they went. It seems to me that they might be more likely to cut thru the neighborhood.
11. Pg 12 Is channelization of the center lane possible or is it just a more expensive solution. The only left turns are at the Kaiser entrance/exit on Homestead and Quail and both have left turn pockets.
12. Pg 18 The report says putting another entrance/exit on the South side of Kaiser would put too much traffic into the Santa Clara neighborhood. Probably more than 75% of the property on Homestead is single family residential for Sunnyvale and Cupertino. Why is that different?

To: Mr. Jack Witthaus, Transportation & Traffic Manager, City of Sunnyvale

CC: Sunnyvale City Council  
Mr. Gary Luebbers, Sunnyvale City Manager  
Cody Kraatz, Sunnyvale Sun  
Gary Richards, Mercury News' Mr. Roadshow  
David J. Butler, Editor, Mercury News  
A wide variety of Sunnyvale neighbors

From: Tap Merrick,

Subject: Kaiser Study Issue traffic study review

Date: March 29, 2009

Dear Mr. Witthaus,

I have taken the time to review the recent Kaiser Study Issue Traffic Study, as provided to me by Mr. Jack Witthaus, Sunnyvale's Transportation and Traffic Manager. I have noticed several problems with this traffic study, which I would like to share with you.

1. Hexagon Transportation Consultants, Inc. is the same company that prepared the glaringly erroneous traffic study for the City of Santa Clara's Santa Clara Square, as reviewed not only by myself, but also by the City of Sunnyvale and Santa Clara County. All three of us found glaring errors in this particular project, so much so that it ultimately resulted in the Santa Clara Square project being sent back to the drawing boards for review, where it remains in limbo. Given this recent history, any work performed by Hexagon requires significant microscopic review for quality and accuracy.
2. One year ago Kaiser staff indicated to the City Council during a public Council Meeting that they had no idea as to what Kaiser-Permanente's plans were for the remaining acreage at their site, even though they had already built a quasi-permanent 400 car parking lot with ample lighting on the southwest corner of their 700 South Lawrence Expressway property. According to this current traffic study, Kaiser now plans to build a 175,000 square foot medical office building at some point in the future (date unknown to this author) plus add a signalized light at the corner of Swallow and Homestead to allow for patient and employee entrance and exit. So even though there is no building there yet, and plans demonstrate that there will be adequate driveway space for cars to park around the backsides of this building, this study indicates that there would be no way an exit could be built out to Forge Drive. This just doesn't make any sense. Even if there wasn't space in their drawing, couldn't the unbuilt building be slightly redesigned,

before construction begins, to allow for an exit road, which they will claim they will use to bring people in and out using this new signalized light? And according to page 3's Figure 2 Site Plan, there are plans to run an exit out to Forge Drive. This Figure 2 also seems to allow for space to build a road connecting the south end of the Kaiser facility and Hubbard Road, between the new planned medical office building and Calabasas Creek.

3. If indeed the signalized light that this study indicates Kaiser plans to install (at whose expense?) at Swallow and Homestead is a fait accompli, then why is the current light one block away at the existing Kaiser Homestead exit even being discussed? Surely the City of Sunnyvale wouldn't have or want four stop lights operating in such a short distance? The old Kaiser facility on Kiely in Santa Clara required only one stop light (and nine exits) and that was at Kiely and Kaiser Road. The Swallow and Homestead intersection seems to be at the boundaries of Santa Clara, Cupertino and Sunnyvale. Which City controls the middle, and thus controls whether a signalized light will be installed there? As Sunnyvale controls the signalized light now in question, I would assume that it also would control any signalized light at Swallow and Homestead. Unfortunately, this study does not address this question.
4. Given that Kaiser plans to continue using Forge Drive for its own benefit (page 8) connecting its Memory Clinic and the main facility (and verified by this study's own observation) and plans to utilize Swallow as an exit, then what is preventing Kaiser from currently utilizing the Forge Drive exit for patients also?
5. This Traffic Study identified several cut-through streets from Homestead Road to Wolfe Road. It is my personal belief that Hexagon's findings are probably accurate. However, I have personally noticed up to three cars in a row cutting through by crossing Wolfe on Inverness to Nightingale to Homestead to avoid the wait for a left turn light on some of my daily walks through the neighborhood. What is missing from the Hexagon study is any mention of a northern cut-through route. Item 6 addresses this question.
6. In previous e-mails to the City Council regarding cut-through traffic I stated that I had conducted my own travel time runs between Kaiser and Henderson Avenue. Route A, passing through 8 stop lights, would go from Kaiser (at Homestead) east to Lawrence Expressway, turn left onto Lawrence Expressway headed north, and get off at El Camino Real, turning west to Henderson. Route B would leave the Homestead exit at Kaiser, turn right onto Swallow, merge left onto Lochinvar, turn right at Dunford, left at Teal, left again at Castleton Way, right at the end onto Sage Hen, left onto Bryant, then right onto Henderson. Route C would mimic Route B, except that once the driver reached Inverness/Teal, they would turn right at that point. Most people would avoid Route C as there is a deep drainage gutter just before Dunford, causing many cars to hit bottom and potentially damaging their cars. Both Routes B and C only pass through two stop lights, one at the Kaiser exit and the other at Henderson and El Camino Real. My results, conducted on a dry Sunday morning, reflected that Route B was faster than Route A by about 1 minute. I speculated that Route B would be significantly faster than Route A during rush hours, especially in the 4 to 6 PM time frame. Hexagon, in its infinite wisdom chose to omit this option in its Traffic Study.

7. Page 12 of the Traffic Study made the erroneous assumption that ½ of all Kaiser traffic would exit either south or west, if permitted to. It is amazing that Hexagon had the ability to approach Kaiser and seek a breakdown of Santa Clara Kaiser members who lived in each of the neighboring cities, yet failed to do so. A statistical review of this data would much more clearly identify how many people would likely utilize each exit. One of the problems with Hexagon's assumption is that it ignores the fact that Kaiser members tend to be somewhat disproportionately in lower income brackets, which indicates that, per capita, Sunnyvale and Santa Clara tend to house more Kaiser members than Cupertino or Saratoga. Reasons for this vary, but can be primarily attributed to Kaiser's lower competitive fee structure and the perceived lack of quality care, primarily stemming from decades old issues with not being able to choose one's own personal physician. Should Kaiser conduct a survey of its members, I believe that it would learn several things. Cupertino residents living near or south of Bollinger Road, yet west of Lawrence up to Stelling would tend to take the Lawrence Expressway Kaiser exit to go home, as would most all San Jose, Saratoga and Campbell residents. Except for the few residents living just south of Kaiser, all Santa Clara residents would exit using either of the two existing exits. Clearly, Santa Clara residents living just south of the hospital would use a southern exit, if it existed. Cupertino residents (north of Bollinger from Lawrence to Stelling and along Route 85), as well as Mountain View and Palo Alto residents may be inclined to utilize a southern route, the western route or just as equally Lawrence Expressway (taking Lawrence to I-280) to get home. Sunnyvale residents living west of Kaiser would utilize the western exit, as would many of those living northwest of the facility. Sunnyvale residents living north of the hospital, primarily east of Wolfe, would use one of three routes home, Lawrence Expressway, Wolfe Road or cut-through Route B previously identified. A detailed statistical review would better identify exactly how many members are likely to utilize which routes throughout any given day rather than the currently totally arbitrary method being utilized by Hexagon.
8. After conducting a proper survey of member resident locations, a better review of appropriate traffic exiting each alternative could be conducted for each alternative, including the three southern options. The Traffic Study did differentiate between the three streets' (Hillsdale, Giannini and Hubbard) traffic counts, but the Study's assumption was that traffic could increase by up to 10 fold. Tenfold for the 150 cars is still less than the 1,500 car maximum recommended for Sunnyvale residential streets, whereas tenfold to the 400 vehicle street brings it to 4,000 cars per day. By making such a sweeping, highly general and very misleading statement, Hexagon is obviously attempting to sway the Council towards Kaiser's way of thinking. This is contrary to the City Council's direction that this Study Issue was to be totally unbiased.
9. Page iii of the Executive Summary, paragraph three states, "Currently, between 30 and 80 cars are turning left illegally onto westbound Homestead Road from the Kaiser site driveway per hour, depending on the time of day." Page 12 of the Study disagrees with that statement, as follows, "Based on surveys conducted of the Kaiser driveway on Homestead Road on March 18, 2009 from 2:00 PM to 6:00 PM, no cars were observed turning left from the Kaiser driveway onto westbound Homestead Road." The later

statement by Hexagon approximates Birdland neighbors observations as they frequently drive by this driveway. I have personally never seen anyone making this illegal left turn, and two other neighbors have indicated that they have each seen only one person doing this. Clearly at some point either people have made illegal left turns as the flexible posts that were initially installed are no longer there, or Kaiser staff, at someone's direction, intentionally knocked them down. Similar posts put up farther down Homestead west of Tantau/Quail have remained relatively intact for 30 years to discourage people from turning left into the neighborhood by crossing Homestead. In any case, while this illegal activity may rarely occur, placing more permanent barriers as Sunnyvale was doing on March 27, 2009 at the driveway should certainly significantly reduce any temptation to turn left.

10. In support of Hexagon's first statement about 30 to 80 illegal left turns per hour quoted above in item 8, Hexagon apparently referred to an April, 2008 traffic study conducted by Fehr & Peers for the Santa Clara medical facility. It is my belief that this Fehr & Peers study was hired by Kaiser, paid by Kaiser and given direction to find significantly in favor of Kaiser on this issue. As a former consultant, I am well aware of the tricks that consultants and companies play to predetermine an outcome favorable to the company paying the bill. Kaiser-Permanente, with \$1.5 Billion in operating income each of the past two years, is not above playing dirty tricks to get its way, as the City Council has seen with Kaiser staff sending out e-mails encouraging Sunnyvale members to press their council for a speedy resolution when it was Kaiser staff that postponed payment for the study issue for over six months, or lying to the Council denying a verbal agreement with residents regarding the scope of the study.
11. Hexagon dismisses Hexagon's own findings by stating on page 12, "We believe this is due (the zero illegal left turns Hexagon's study found) mostly to the recent enforcement measures that have been taken by the City of Sunnyvale to eliminate illegal left turns." Yet Hexagon fails to offer any comparative statistics for 2007, 2008 or 2009 from Sunnyvale Public Safety to support its statement. This page 12 paragraph continues to argue that, "Existing signage, as well as two flashing beacons, clearly show that left-turns are prohibited from this driveway." As if this is now what is keeping people from making illegal left turns. This "existing signage" has been there for quite a while, even before the Fehr & Peers study was conducting in 2008.
12. Page 7 under the Roadway Segments section of this study states that "the volume threshold for local residential streets to be 1,500 vehicles per day..." which is attributed to the same Fehr & Peers study mentioned in Item 11, above. While I would have felt more comfortable utilizing the City of Sunnyvale's definition, Lochinvar, with this study's average daily traffic count at 1,710 cars per day already far exceeds the 1,500 vehicles per day Fehr & Peers as well as Hexagon are comfortable with. So what makes Lochinvar any different than Hillsdale, Giannini or Hubbard? All three streets are approximately the same width, they are all in a single family neighborhood, and oh yes, those three are all in Santa Clara, which is where Kaiser is located.
13. As many Santa Clara residents, even those living outside of Birdland East, drive their children to Laurelwood Elementary School on Teal and Peterson Middle School on Bryant, and the former Patrick Henry School on Dunford which has some five separate

schools that it serves, I suggest that further traffic counts be undertaken at Dunford (at the Teal stop sign between Lochinvar and Teal), Lochinvar (between Inverness and Dunford), and Teal (between Dunford and Lillick).

14. Laurelwood Elementary School, in particular, generates a circular traffic flow, with parents traveling south down Lochinvar and turning left onto Teal, where they can then drop off (or pick up) their children on the right side of the street before continuing on their way.
15. This traffic study fails to even acknowledge future planned growth in the City of Santa Clara that will dramatically affect traffic in Sunnyvale's Birdland East neighborhood and Homestead Road. Santa Clara Square, a 490 housing and street level business complex located at El Camino Real and Lawrence Expressway, is still on the City of Santa Clara's General Plan Housing Element, as revised and up for approval this Spring. This development will place an even greater strain on Sunnyvale street traffic as up to 1,000 more cars per day will be driving down Lochinvar, Teal and Dunford twice a day to see that their children are transported safely to and from school. Other potential locations that may well be subject to redevelopment are the two underutilized shopping centers at Lawrence Expressway and Homestead Road in Santa Clara. Slightly more removed, although potentially affecting cut-through traffic in Birdland East as well as daily traffic on Lawrence Expressway and Homestead are the 300+ housing unit complex at Marina Playa currently under construction on Lawrence Expressway, and the two northern corners of Lawrence Expressway and El Camino Real, which are both planned for 500+ housing units, with businesses on the first floor.
16. This traffic study also fails to address potential traffic coming from Apple's new 50 acre campus in Cupertino to be built in the next several years at Stevens Creek and Tantau.

In summary, Hexagon did not do a good job on this Traffic Study. They often took someone else's word for data rather than do the work themselves. They even refuted their own findings by deferring to a clearly biased study prepared at Kaiser's request for Kaiser's benefit. Hexagon made absolutely no effort to accurately determine what sort of traffic might use southern and western exits, but rather simply divided by four. The best number Hexagon could determine the southern traffic to be was up to 10 times the existing amount, which ranged from 150 to 400 cars per day. So which is it, 1,500 or 4,000 cars per day? In my opinion this is not very accurate. A reason was never given why Forge Drive couldn't be used as a west bound exit, even with Kaiser's new plan, which shows an exit directly out to Forge Drive. The traffic counts and cut-through arguments looked at the wrong streets. They obviously failed to review letters and e-mails submitted to the Sunnyvale City Council which identified these problems.

Clearly the City of Santa Clara and Kaiser-Permanente were pretty dumb to approve a huge hospital and medical office buildings at the corner of Lawrence Expressway and Homestead Road. What made either one of them think that they would be able to control traffic with only one and a half exits, when the old Kaiser facility had 9 exits? While I feel sorry for their stupidity, clearly they have both gotten themselves into this mess, and need to find a way out that doesn't impact our Birdland East neighborhood any more than it already has. In fact, Santa Clara's development efforts at places such as Santa Clara Square only compound Kaiser's

problems by infuriating our neighborhood to the point of coordinated active resistance. As evidenced by the fact that Lochinvar is already 13% over the recommended maximum for residential street traffic, clearly it's time for Santa Clara and Cupertino to share some of the traffic load. Even one more car is already too many on Lochinvar, and with the likelihood of more cut-through traffic heading towards Henderson and points north in Sunnyvale, the burden is unacceptable.

The Sunnyvale Birdland neighbors never wanted Kaiser to build at this current spot. As a concession to Kaiser, we agreed to support Kaiser's plans, as long as there was no left turn allowed out of Kaiser onto Homestead Road. We didn't want the extra traffic on either Lawrence or Homestead. We didn't want the two extra stop lights at Lehigh and the Kaiser-Homestead exit. We didn't want ambulance sirens blaring through the night. We didn't want helicopters landing and taking off. And we certainly don't want any more cut-through traffic than already exists. Other Sunnyvale residents should be pleased that they are now ten minutes closer to Kaiser than they were when the hospital was located at Kiely in Santa Clara, thus saving Sunnyvale member residents some twenty minutes per trip in traveling time. A two minute u-turn delay is a fair price to pay for gaining 18 minutes of personal time, even if it may not seem to make any sense. It actually does.

What Kaiser needs to do is go back to the City of Santa Clara and succeed in opening up a southern exit, as well as formalizing Forge Drive as their western exit. Then install signs directing their members as to which exit will take the members to the easiest route home.

And finally, if I were the City of Sunnyvale, I'd ask Hexagon for my money back. You didn't get a good unbiased report.

**From:** Tappan Merrick  
**To:** <council@ci.sunnyvale.ca.us>, Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>  
**CC:** <BirdlandNeighbors@yahoogroups.com>, David J Butler <dbutler@mercurynews...>  
**Date:** 4/12/2009 5:44 PM  
**Subject:** [BULK] Rebuttal to Kaiser Study meeting and Sun's reporting

Dear Mayor Spitaleri and Honorable Council Members,

I wanted to wait until the Sunnyvale Sun had published its report of April 2nd's City sponsored meeting regarding the City's Study Issue on the Kaiser no left turn issue before I made any follow up and/or clarifying comments. Now that the Sun has published its comments, I will provide a slightly different perspective. One of your own members, Councilman Dave Whittum was in attendance as an observer.

First, I want to congratulate Kaiser-Permanente's Senior Vice President and Area Manager Mary Ann Barnes and her two person paid staff for the excellent job of "turning out the vote" as it were. There were approximately 100 people in the audience, including Ms. Barnes' and her paid staff. There seemed to be about 8 Birdland East neighbors, 7 of which were opposed to Kaiser's efforts, with the remaining 90 apparently split evenly between Kaiser staff (doctors, nurses, staff and volunteer staff by individual speakers' own testimony) and Kaiser non-staff members. In fact, of the 100 or so people there, my guess is that 96 or 97 were actually Kaiser members. This has become a David & Goliath sort of story where a small local neighborhood, with very limited resources is fighting a huge \$1.0+ Billion per year net operating income "non-profit" organization. (Kaiser did suffer a net income loss for 2008, all due to losses in investments.)

Ms. Barnes and her paid staff has either mailed out (at non-profit postal rates) or e-mailed Sunnyvale members and workers on a repeated basis in an effort to garner public support for Kaiser's way of thinking. They even tried to stir up more Sunnyvale resident anger by sending out an e-mail to their Sunnyvale members asking them to complain to the Council about why it was taking Sunnyvale so long to get this study completed when the real reason was that Kaiser had dragged their feet for some 6+ months in making the payment to fund the study issue, as they had agreed to. Meanwhile, Birdland East neighborhood's volunteer resistance is clearly financially outmatched by Kaiser, and as one of the leading opponents, I have been slowly recovering from major surgery for the past three months, and unable to act as actively as I would have wished. One question I would have for Ms. Barnes' would be, "Were any of the meeting's attendees compensated in any manner for attending, including additional paid time off or freebies?"

While the Sunnyvale Sun reported the meeting accurately as far as it went, the paper failed to accurately reflect any detail regarding any questions that either Werner Gans or I asked in writing to Mr. Jack Witthaus. This was unfortunate as there were quite a few questions raised by our reviews that went unaddressed. Those answers might well have cast a somewhat different view of Hexagon's traffic study. I would like to summarize what our Kaiser opponents' issues were at this meeting, with some additional comments.

1. "Making the U-turn at Lawrence is a waste of time and as such is annoying." I can't argue with that. Those that need to turn right onto Homestead, go down to Lawrence and make the U-turn to head back towards western Sunnyvale must be annoyed at the additional time and gasoline it takes for them to do that. But I asked the attendees how many of them had tried the Forge Drive exit. Maybe ten people raised their hands, with one continually boisterous gentleman complaining about the quality of Kaiser's road leading out to Forge and Swallow Way. Well, whose fault is that? Certainly not the City of Sunnyvale or Birdland East. I would argue that if Kaiser rebuilt the exit out to Forge Drive and Swallow Way now, as shown in Kaiser's own future plans, and erected signs both at the corner of Tantau and Forge Drive as well as inside of their grounds for members and employees to follow, everyone would be able to use this new exit now without having to make a U-turn.
2. "The U-turn is dangerous for older drivers who are sick. They have difficulty operating their cars when they are sick." One of our Birdland East neighbors suggested that maybe these sick

people shouldn't be driving at all as they pose a traffic danger to everyone else regardless of which road they traveled on. Maybe Kaiser ought to pay greater attention to those that go to their facilities and develop shuttle buses to pick up and drive home those too ill to drive.

3. "Cutting across three lanes of traffic to get to the U-turn lane is dangerous during certain times of the day." This may well be true if people make right turns on red and attempt this maneuver. Waiting until the exit light turns green, and making this maneuver from the left hand right turn lane would be far safer. Going out Forge Drive will solve this problem also.

4. "I would never drive through Birdland. It's too confusing. Too many stop signs. I don't go that way." All potentially obvious answers. But there are people that do cut through the neighborhood, just not the people at the meeting. Hexagon said that no one goes down Swallow Drive after making the U-turn from Kaiser. Maybe that's because the anti-cut-through no left turn measure is working. People living north of Birdland East are going down Lawrence Expressway instead.

5. "Traffic along Lawrence Expressway is way busier now than it needs to be because of the delays caused by people making U-turns at Homestead." This is potentially true. But my personal observations are that there are many more people making left turns from Homestead onto Lawrence Expressway headed north than there are people making u-turns. Thus the delays are there any way as the left turn light stays on until most cars have gotten through. Opening up exits out of Kaiser on the south and west sides will reduce the traffic along Lawrence and Homestead significantly more than any u-turn issue would.

6. "Regardless of who is paying for all of this, this is costing way too much money." This may indeed be costing too much money from both Kaiser's and the City's perspective. But whose fault is that, anyway? A deal was struck 14 years ago, and it was clear at the time that traffic would be a problem. But Kaiser went ahead, knowing that once they had their facility built, they could turn their members against the City Council just by sheer weight of numbers. Poor planning by Kaiser at the time, as well as political shenanigans, have resulted in this situation. Shouldn't Kaiser seek relief from the City of Santa Clara, rather than from Sunnyvale?

7. Hexagon's Traffic Study and Jack Witthaus both implied, and the City of Santa Clara's Traffic Manager confirmed that once this new 175,000 square foot Kaiser medical office building is constructed, Santa Clara will require an additional signalized exit out of Kaiser at Swallow Way and Homestead, and that the City of Santa Clara will control this intersection. Is this correct? Will there be a signalized light at Swallow and Homestead, regardless of what the Birdland East neighbors say? Does Santa Clara actually control that intersection, even though Sunnyvale controls the Kaiser exit signal just one block away? Was a deal made 14 years ago with Kaiser that there would indeed be a signalized light at Swallow and Homestead once this new Kaiser medical office building is built?

8. Unlike Hillsdale, Giannini and Hubbard (the potential exits leading south out of Kaiser) this new planned signalized exit out of Kaiser on Swallow Way is some 10 to 12 feet narrower, raising potential issues regarding traffic flow and number of available lanes. Is Swallow Way to be designed as an entrance and exit? Will it be widened? Can Sunnyvale block traffic from exiting Swallow Way and going straight across Homestead onto Swallow Drive and vice versa? Shouldn't Sunnyvale know these answers before any actions are undertaken?

9. Why didn't the City of Sunnyvale contact the many Birdland East neighbors that had participated in the 1995 Kaiser discussions as part of the City's mailing notification process? Sunnyvale has often done extensive notifications when neighborhood issues have come up, especially as it related to the Raynor Activity Center. But only limited notifications occurred this time. Many neighbors said that they hadn't even heard about this until after the meeting occurred.

My comments from my previous letter (3/29/2009) to you which reviewed Hexagon's traffic study still stand and remain valid. I look forward to the fair and honest evaluation the City Council promised of all of the exit options available to Kaiser and hope that the City of Sunnyvale makes one thorough decision which makes sense for Birdland East now, and also for the foreseeable future.

Respectfully submitted,  
Tap Merrick

## Jack Witthaus - Kaiser Study, additional comment

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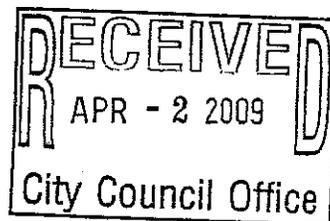
**From:** Werner Gans  
**To:** Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 4/8/2009 4:06 PM  
**Subject:** Kaiser Study, additional comment  
**CC:** City Council <council@ci.sunnyvale.ca.us>, mrose  
<mrose@ci.sunnyvale.ca.us>

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Jack: I just went by Lehigh and Lawrence and noted that traffic from Kaiser's main entrance is not allowed to use Lehigh to either enter or leave the Kaiser main entrance. That's the kind of protection the folks in Birdland are looking for. If Santa Clara can take care of their own why can't Sunnyvale?

Werner

Barbara Wilford



March 31, 2009

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 20 years and a Kaiser Permanente member and volunteer I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center. The lack of such a signal inconveniences patients, their family members, physicians and staff without providing discernable benefit to the Sunnyvale community.

When the medical center opened in 2005 there were understandable concerns about the effect traffic exiting the medical center onto Homestead Road would have on the surrounding neighborhoods. Now after 4 years traffic patterns are known and those concerns have largely not played out. The traffic study prepared for the City of Sunnyvale has determined that, "Based on the traffic analysis, it can be concluded that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause cut-through traffic in the residential areas to the north of the Kaiser medical facility under existing traffic conditions." In fact, the traffic analysis also shows that allowing left turns from the Kaiser driveway onto Homestead Road under future conditions would improve the average delays at intersections in the immediate area including the Lawrence Expressway/ Homestead Road intersection where Sunnyvale residents wait patiently every day to make a U-turn at Lawrence Expressway so that they can proceed westbound on Homestead Road.

Thank you for reconsidering the addition of a left turn signal and giving me and other Sunnyvale residents the opportunity to voice our support. Approximately thirty-five thousand Sunnyvale residents are Kaiser Permanente members who utilize the medical center, or are the physicians, staff and volunteers who provide services there. Allowing a left turn from the Kaiser Permanente Medical Center onto westbound Homestead Road will ease congestion in the area and provide increased efficiency for those needing to travel westbound on Homestead Road. It is a small change that will have a cumulative positive impact on many lives.

Sincerely,

A handwritten signature in cursive script, appearing to read "Barbara Wilford".

Barbara Wilford

RECEIVED

APR - 7 2009

April 3, 2009

Mr. Jack Witthaus, Manager  
City Transportation and Traffic  
City of Sunnyvale  
P. O. Box 3707  
Sunnyvale, CA 94088-3707

In re: Left turn from Kaiser on Homestead

Dear Mr. Witthaus,

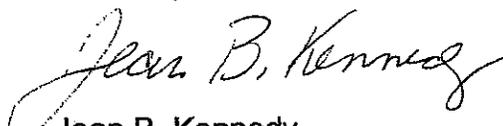
As a Sunnyvale homeowner, Kaiser member and Kaiser Volunteer I am annoyed at the inability to turn left on to Homestead from the new Santa Clara facility. Because of recent surgery I was unable to attend the Community meeting to consider allowing a left turn from the new Kaiser facility onto Homestead.

My late husband and I purchased our Ladis Court home in 1977. We were Kaiser members before that. We followed the controversy about anticipated traffic from the new Kaiser hospital and medical office building. I am not convinced that there will be significant new adverse effects if left turns were allowed from the new facility.

For three and a half years since my retirement I have been a Kaiser Volunteer. So I now average more than one trip a week from my home to KP and back. My usual route is from Ladis to Iris to Wolfe to Homestead. I enter KP property via the Homestead entrance. From there I drive the road along the creek to a parking garage and back. Now following foot surgery I use the valet parking at the Homestead West entrance to the Medical Office building.

Making the left turn possible for me would be a saving, and add no new traffic to Sunnyvale. Usually when I depart Kaiser via the Homestead exit I make a U-turn at Lawrence, again wait for the light at KP, and proceed to Wolfe and home. If I could turn left on Homestead technically I would reduce Santa Clara traffic by eliminating the Lawrence and 2<sup>nd</sup> crossing of Homestead/KP exit. In any case it would be more efficient in time and energy use, and not increase my Sunnyvale driving in the vicinity of Kaiser.

Sincerely,



Jean B. Kennedy

Jean B. Kennedy

**Jack Witthaus - Kaiser left turn**

---

**From:**  
**To:** <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 4/6/2009 2:02 PM  
**Subject:** Kaiser left turn

---

We attended the public meeting at Community Center last Thursday.

**We are 100% in favor of the Kaiser Left Turn lane to get out**

**of Kaiser Hospital & Clinic. We have waited over two years to be able to get**

**back to Sunnyvale along Homestead. Please turn on the LEFT TURN ARROW!!!!!!**

**Thank You for your help.**

**Joyce & Mike Carney**

## **Jack Witthaus - Feedback from Last Night's Meeting**

---

**From:** Julianne & Stephen Geddes  
**To:** <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 4/3/2009 9:42 AM  
**Subject:** Feedback from Last Night's Meeting

---

Mr. Witthaus,

I was sitting in the back at the Kaiser left hand turn meeting last night. I was a little disappointed that the people in the back didn't get to express their opinion. So I left a little after 7pm.

I am a Benefits Analyst at Stanford University. I ran some numbers and found that 301 of our employees/retirees that have Kaiser for their Stanford University medical plan live in Sunnyvale. And 86 live in Cupertino. These numbers do not include dependents or those who hold individual policies or policies through their spouse/domestic partner. This leads me to believe that there are many, many more that use Kaiser in the neighborhoods surrounding the Kaiser Homestead facility. The real study should be produced by Kaiser to release the number of participants that live in Sunnyvale and Cupertino. That study would truly show the need for the left hand turn.

I live in Sunnyvale and I am a Kaiser member. When I go to Kaiser I travel east on Homestead. When I go home I need to head west on Homestead. That means that I need to make that u-turn at Homestead and Lawrence. I think many others have commented on the fact that this is highly inefficient. Traffic would flow much quicker if the left hand turn was made available. It would decrease the gas used, the back-up created waiting for that u-turn and overall congestion at an already busy intersection.

I am hopeful that the Sunnyvale City Council will be a catalyst in allowing the left hand turn based on the community's feedback and reasonable data.

Thank you,  
Stephen Geddes

(4/6/2009) Jack Witthaus - Left turn at Homestead from Kaiser

**From:** Josh Salans  
**To:** Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>  
**CC:**  
**Date:** 4/3/2009 10:43 AM  
**Subject:** Left turn at Homestead from Kaiser

Dear Jack,

I missed the meeting yesterday with Kaiser to voice an opinion of the left turn lane from Kaiser's parking lot onto Homestead. I wanted to weigh in.

I am in support of this left turn as it would allow me to exit Kaiser where I park and drive home on Homestead road from where I came. I do not use Birdland side streets from Homestead I take it all the way down to Mary Ave. It would be much simpler than winding my way back to the Lawrence entrance and there taking a left onto Lawrence and another left onto Homestead which is what I have to do today.

Thank you for adding my voice to those who support a left turn from Kaiser onto Homestead.

Josh Salans

## Jack Witthaus - Re: Kaiser left turns

---

**From:**

**To:** Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

**Date:** 4/3/2009 12:44 PM

**Subject:** Re: Kaiser left turns

---

Jack,

Thanks to you and your team's effort for the Outreach Meeting (Apr. 2, 2009). Regrettably I could be there for only about 45 minutes, long enough for the analysis presentation.

Given that Sunnyvale now has an independent, credible and logical traffic analysis of the Kaiser/Homestead left-turn issue, our city now bears the risk that any accident(s) caused by the restricted left turn can expose Sunnyvale to unnecessary liability.

Just a comment, no reply expected.

Thank you again, W.R. Perry

----- Original Message -----

From: "Jack Witthaus" <JWitthaus@ci.sunnyvale.ca.us>

To:

Cc: "Christina Uribe" <CUrube@ci.sunnyvale.ca.us>

Sent: Thursday, April 5, 2007 8:48:33 AM GMT -08:00 US/Canada Pacific

Subject: Kaiser left turns

When the Kaiser project was being considered for approval, residents of the neighborhood north of Homestead were very concerned about traffic from the hospital using neighborhood streets. In response, the Sunnyvale City Council took the position that it did not support turns from the facility onto westbound Homestead Road. The City Council reconsidered the issue recently since the facility is now built and occupied. The Council reaffirmed that they do not support left turns out of the facility, in order to reduce the potential for hospital traffic to use neighborhood streets.

## Jack Witthaus - second try on left turn onto Homestead from Kaiser

---

**From:** James & Beverly Atchison  
**To:** <pubworks@ci.sunnyvale.ca.us>  
**Date:** 3/21/2009 11:48 AM  
**Subject:** second try on left turn onto Homestead from Kaiser  
**Attachments:** details00000.txt; Left Turn Access onto Homestead Rd. from Kaiser Santa Clara Hospital

---

From: postmaster@mail.hotmail.com  
To:  
Date: Fri, 20 Mar 2009 16:31:21 -0700  
Subject: Delivery Status Notification (Failure)

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed.

pubworks@ci.sunnyvale.ca.us

--Forwarded Message Attachment--

From:  
To: pubworks@ci.sunnyvale.ca.us  
Subject: Left Turn Access onto Homestead Rd. from Kaiser Santa Clara Hospital  
Date: Fri, 20 Mar 2009 16:31:21 -0700

Dear Mr. Witthaus,

I am unable to attend the public meeting as I have cancer and am not well. However, I would like to express my desires again regarding the above access. As I go to Kaiser and return often, sometimes every day, I find it very annoying being prevented from making a simple left turn onto Homestead. As almost all of Sunnyvale is left and south of Kaiser on Homestead Rd., it makes no sense to me to prohibit the left turn. I do not understand who or what this restriction benefits.

Sincerely,

Beverly Atchison  
Sunnyvale resident since 1968

I'm going again today

**From:** Keith Giles  
**To:** <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 3/20/2009 11:00 AM  
**Subject:** Kaiser Santa Clara Traffic

I'm unable to come to the 2 April public meeting about the Kaiser Santa Clara traffic problem. I'd like to get my 2 cents into the discussion.

When I attended one of the council meetings about this I found that some residents in the area are against letting traffic make a left turn onto Homestead when exiting the Kaiser facility at the Homestead exit. They didn't want more traffic on Homestead.

This seems a spurious argument to me. Anybody wanting to go left from the Kaiser facility now goes right and makes a U-turn at Lawrence. So they're still going left on Homestead - this doesn't reduce left traffic. It's just an extra bother having to wait at Lawrence for a green light to make the U-turn.

I'm strongly in favor of having left turn lights at the Kaiser Homestead exit.

Thanks for listening to me - actually reading what I wrote. :-)

Keith Giles

My e-mails are checked for viruses.

**Jack Witthaus - RE: Kaiser hospital access study - public meeting**

---

**From:** "Eleanor Selfridge-Field"  
**To:** "Jack Witthaus" <JWitthaus@ci.sunnyvale.ca.us>  
**Date:** 3/20/2009 1:26 PM  
**Subject:** RE: Kaiser hospital access study - public meeting

---

Hi,

Many thanks for your interest. I will mark my calendar, but the chances that I'll get to meeting at 6 p.m. are not good.

I favor a standard left-turn signal for those exiting from the Kaiser Homestead Rd. entrance. I fail to see the connection between turning left on Homestead (thereby saving gasoline as well as auto wear and tear) and the fear of rising traffic on residential streets in the general vicinity of Swallow, Thunderbird, Quail, et al. The only shortcuts they provide are for those who live in that neighborhood, who (to the extent they are Kaiser members) are also using more gas to get home.

When I drive towards Kaiser on Homestead from Wolfe, I find that 3 out of 4 cars in front of me turn in to Kaiser. During the day, there is not a lot of traffic on Homestead towards Santa Clara except Kaiser traffic.

The Homestead corridor is full of other problems in need of attention. I continue to hope that Sunnyvale and Cupertino can work together to tame crazy driving in the vicinity of Range 99 (Homestead and Wolfe). There a right-turn-only exit from the Homestead driveway would make excellent sense and substantially diminish the likelihood of head-on collisions between exiting shoppers and eastbound Homestead drivers. Ranch 99 shoppers are prone to turn left into Homestead (a) without looking left and right, (b) without regarding the current state of traffic light at Wolfe and Homestead, and (c) without giving oncoming traffic on Homestead adequate clearance.

Yours sincerely,

Eleanor S. Field

---

**From:** Jack Witthaus [mailto:JWitthaus@ci.sunnyvale.ca.us]  
**Sent:** Thursday, March 19, 2009 12:30 PM  
**To:**

**Subject:** Kaiser hospital access study - public meeting

**NOTICE OF COMMUNITY MEETING**

Please plan on attending the following community meeting:

**Community Meeting**

**April 2, 2009  
6:00 PM  
Sunnyvale Community Center  
550 E. Remington Drive**

The City of Sunnyvale will hold a public meeting April 2, 2009, at 6:00 p.m. at the Sunnyvale Community Center, 550 E. Remington Drive. The purpose of the meeting is to present initial findings of a traffic study of access alternatives to the Kaiser Permanente Santa Clara Medical Center facility located at Lawrence Expressway and Homestead Road.

Public input on access issues is invited. The meeting will be to inform potential changes to roadway access or City policy on access to the facility. City staff is interested in hearing the community's ideas and feedback.

We look forward to your attendance. If you are unable to attend, please feel free to correspond with the City at P.O. Box 3707, Sunnyvale, CA 94088-3707, or contact Jack Witthaus, Transportation and Traffic Manager, at (408) 730-7415. Thank you.

Pursuant to the Americans with Disabilities Act, if you need special assistance in these meetings, please contact the City Clerk's Office at (408) 730-7483. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (29 CRF 35.104 ADA Title II)

**Jack Witthaus - Re: Kaiser hospital access study - public meeting**

---

**From:**

**To:** <JWitthaus@ci.sunnyvale.ca.us>, <council@ci.sunnyvale.ca.us>

**Date:** 3/20/2009 3:21 PM

**Subject:** Re: Kaiser hospital access study - public meeting

---

This will be my third or fourth "E" mail to the City of Sunnyvale on this subject. Most have gone to Jack Witthaus.

Kaiser solved their west access problem over two years ago. They opened the west gate to Forge Drive which goes to Tantau. Also, just as you exit thru the gate you can take a right turn on Swallow to Homestead. Forge Drive is a Cupertino street while Swallow is half owned by Cupertino and Santa Clara. Kaiser security, inter facility bus service, employees and patients use this exit. I have many times after they opened it up. Any issue using either Forge Drive or Swallow is between Santa Clara and Cupertino. Sunnyvale is not involved.

Kaiser has just completed a new parking lot on the south east corner of Swallow and Homestead. Access from that parking lot to Swallow only requires them to open the existing gate at the edge of the parking lot. You can also drive south inside the fence to the Forge Drive exit. In addition if you want to go west on Homestead from Kaiser when exiting onto Homestead you just go right and throw a U turn at Lawrence. It is done all the time. Inconvenient? Sure but does not prevent east bound exiting traffic. I have also done it many times.

Bottom line it makes no sense to have or continue having this as a study issue. I really do not care whose money is involved. It just does not make fiscal sense.

Any one wanting to talk to me, Norval Nelson, can call me at \_\_\_\_\_ I live at \_\_\_\_\_

In a message dated 3/19/2009 12:33:09 P.M. Pacific Daylight Time, JWitthaus@ci.sunnyvale.ca.us writes:

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---

Feeling the pinch at the grocery store? Make dinner for \$10 or less.

## Jack Witthaus - Re: stevens creek trail

---

**From:**

**To:** "Jack Witthaus" <JWitthaus@ci.sunnyvale.ca.us>

**Date:** 3/19/2009 4:57 PM

**Subject:** Re: stevens creek trail

---

Jan Piazza

Thank you for adding me to the mailing list, should I ask my neighbors to send you their addresses also??? Will those living in the area all be notified.

Please keep me informed

Jan

----- Original Message -----

**From:** Jack Witthaus

**To:**

**Sent:** Thursday, March 19, 2009 8:36 AM

**Subject:** stevens creek trail

Please send me your mailing address and I will put you on our mailing list. The City Council will be considering the policy change on the Stevens Creek Trail in the near future, probably mid-April, and I can notify you of that meeting.

RECEIVED

MAR 23 2009

March 19, 2009

Mr. & Mrs. Peter Deguara

City of Sunnyvale  
P.O. Box 3707  
Sunnyvale, California 94088-3707  
ATTN: Jack Witthaus  
Transportation & Traffic Manager

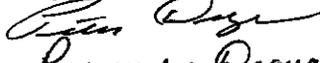
Dear Mr. Witthaus:

We are unable to attend the public meeting on April 2, 2009 regarding the findings of the traffic study of access alternatives to the Kaiser Permanente Santa Clara Medical Center facility located at Lawrence Expressway and Homestead Road. Although we are unable to attend, we would like to take this opportunity to voice our opinion on this issue.

As long time residents of the Bird Land area of Sunnyvale, as well as members of Kaiser Permanente being serviced by the Santa Clara facility on Homestead & Lawrence, we feel that a left hand turn on to Homestead from the facility should definitely be allowed. Most of our visits to the facility are made during the late afternoon hours approaching peak traffic times. We find ourselves spending more time sitting at both the light coming out of Kaiser to turn left on Lawrence, and then again more time spent at the light to make a left hand turn from Lawrence to Homestead. Sometimes this takes longer then the visit we had to make to Kaiser. All of us doing this are going to be going down Homestead road anyway, so we don't understand what the problem is. I would think by allowing the left hand turn onto Homestead from Kaiser would be a major benefit to the many Kaiser members living in the Bird Land neighborhood, as well as all of Sunnyvale. Most Kaiser members are not going to weave in and out of side residential streets, but rather use Homestead as the main thoroughfare exiting at Wolfe Road for 280 or Sunnyvale Saratoga Road for Sunnyvale and parts of Cupertino.

We urge the City of Sunnyvale to allow for the left hand turn from Kaiser onto Homestead Road. Thank you for your consideration regarding this issue.

Very truly yours,


Peter Deguara  
Rosemary Deguara

March 27, 2009

Sir:

We have been residents of Sunnyvale for 47 years, and we were delighted when Kaiser placed its new Medical Center at the Homestead Rd.-Lawrence Expressway corner. However we have been very unhappy with Sunnyvale's refusal to allow the left turn from Kaiser's facility onto Homestead Rd. It is not only very inconvenient, but also hazardous for Sunnyvale residents to have to make the right turn onto Homestead Rd. and then work their way across lanes to reach the u-turn signal at Lawrence. If we decide that is too risky, then we have to wend our way through all the Kaiser parking lots and then the "round-about" to reach Lawrence and then have to wait for that left turn and then another left turn at Homestead Rd. This is ridiculous when there is a signal already there directly from Kaiser onto Homestead Rd.

Please allow the left-turn signal from Kaiser directly onto Homestead Rd. to be activated.

Thank you for your consideration,

Clayton and Anita Hedman

*Clayton Hedman*  
*Anita Hedman*

April 1, 2009

RECEIVED

MAR 31 2009

Mr. Jack Witthaus  
Sunnyvale City Transportation and Traffic Manager  
City of Sunnyvale  
P.O.Box 3707  
Sunnyvale, CA 94088-3707

Please accept this letter as my support in favor of having a left-turn possibility from the Kaiser Hospital East lobby onto Homestead Road. Right now, everyone just makes a right turn and at the first signal, we all make a U-Turn, which can be dangerous. If residences say that traffic will be increased, it is already the case since the people are making U-Turns and driving on Homestead.

Please consider granting the request at the April 2 meeting (unfortunately I cannot attend, neither can my husband) for a Left-Turn onto Homestead. Greatly appreciated.

*Therese O'Connor*  
*Richard DiGiovanni*  
Therese O'Connor  
Richard DiGiovanni

## Jack Witthaus - POLICY--Fwd: Fw: RE: How to stop Kaiser

---

**From:** Marvin Rose  
**To:** Witthaus, Jack  
**Date:** 4/2/2009 7:51 AM  
**Subject:** POLICY--Fwd: Fw: RE: How to stop Kaiser  
**CC:** Uribe, Christina  
**Attachments:** Fw: RE: How to stop Kaiser

---

It's me again (Christina), sending forward as an FYI.

>>> On 3/31/2009 at 9:15 AM, in message <49D1DF20.FD5C.00B5.0@ci.sunnyvale.ca.us>, Heidi Kirk wrote:

Forwarding from Council AnswerPoint. -H

>>> On 3/31/2009 at 9:14 AM, Heidi Kirk <Heidi Kirk@ci.sunnyvale.ca.us> wrote:

Mr. Merrick:

Thank you for your additional email to the Council AnswerPoint. I am forwarding your message to Council, copying key City staff for their information as well.

Ms. Heidi Kirk  
Executive Assistant  
Office of the Mayor and City Council  
City of Sunnyvale, CA  
hkirk@ci.sunnyvale.ca.us  
www.ci.sunnyvale.ca.us  
PH: (408) 730-7470  
FAX: (408) 730-7699

>>> On 3/30/2009 at 10:01 PM, Tappan Merrick wrote:

Dear Sunnyvale Leaders,  
Mr. Ken Olevson recently responded to my e-mail about Kaiser, and responded back with some pertinent observations. I asked if I could send them on to the Council and Mr. Witthaus, and he replied positively.

I think that you will find his comments to be very interesting and to the point.

Thank you for reading this information.

Sincerely,  
Tap Merrick

Good Evening Tap,

I hope you found my comments useful. Yes, you may share them either under your own byline or attributable to me. I fully support your efforts hold Kaiser to their original deal with no left turn on Homestead.

Best Regards,

Ken Olevson

-----Original Message-----

From: Tappan Merrick  
Sent: Monday, March 30, 2009 2:59 PM  
To: Ken Olevson  
Subject: RE: How to stop Kaiser

Hey Ken,  
Great stuff. Can I forward your comments to Jack Witthaus and the City Council?

Let me know. Thanks for your comments and for caring.  
Tap

--- On Mon. 3/30/09, Ken Olevson wrote:

> > From: Ken Olevson  
> > Subject: RE: How to stop Kaiser  
> > To

Good Morning Tap,  
First, thank you for your thoughtful review of the report by Hexagon. I offer some comments to the report that I believe augments your comments. In my reading of the report, I find what I believe to be logical errors several times.

1. Software: "Synchro" software is apparently well known and approved by professionals in the traffic management area (for background information see TRANSPORTATION RESEARCH BOARD/NATIONAL RESEARCH COUNCIL, Circular Number E-CO14, Traffic Analysis Software Tools, September 2000 and Vermont Agency for Transportation, Circ-Williston EIS -Traffic Analysis Methods and Software for Detailed Analysis). Its primary use and focus is for timing traffic signals and is secondarily used for the purpose in this report. The report is based in large measure on the results emanating from the software analysis tool. However, when the software in this report does not support their recommendations (report page 15), they dismiss this as function of the methodology and follow up with a narrative explaining away the result. If the software produces erroneous results that are identifiable and obvious, why should it be trusted when it supports their argument but the result is not so easily validated by observation or reasoning?

2. Traffic Volume Increases: The 34% expansion in floor space at the facility adds 175,000 square feet to the current total of 520,000 square feet. The 520,000 square feet appears approximately 1/2 MOB and 1/2 Hospital. My personal observations in frequently visiting the MOB transporting my in-laws, is that the MOB receives substantially more traffic than the Hospital. Therefore, the 34% expansion will increase the traffic much more than the 34% associated with the increase in square footage. I question whether the manual "Trip Generation, 8th edition (2008) factors in this change.

3. Reference to the 2008 Kaiser Traffic Report: The current report relies heavily on the report prepared in 2008 for volume of traffic, left turn effects, etc., yet the prior report is not appended for inclusion and analysis. We therefore must take it on faith that the

earlier report was fully validated and unbiased. This is poor scientific method. Reference to the earlier report is valid, but where much of the data for the current report is dependent upon the earlier report, it should have been appended. Omission of critical data upon which they base their conclusions makes all results suspect.

4. "It is estimated": This term is used throughout the report with no justification for the basis for the estimation. The report writer then builds scenarios based on this estimation that support or don't support the particular outcome. Unsupported estimations invalidated the result argued.

5. Additional Traffic Signal Controls at Swallow:  
When the proposed expansion is complete (adding new MOB) and the Swallow /Homestead light is installed, will the signals at Quail/Tantau, Swallow and Kaiser/Homestead be timed for each other and with the Homestead/Lawrence intersections? If so, does Sunnyvale pay for this ongoing expense. If they are timed with each other and with Homestead/Lawrence, do East/West travelers wait at Quail, Swallow and Kaiser while commute hour preference is given to North/South Lawrence traffic. If so, where is the time advantage to adding the left turn at Kaiser driveway?

6. Traffic Growth Forecast: The report uses a "generally used" 1% annual growth rate to estimate future traffic in Santa Clara County. However, this is a medical facility designed to serve a dramatically aging population - e.g., adding outpatient Medical Office Building suites, not more hospital space. I believe it is logical to expect (not "it is estimated") that traffic in and around the facility will increase at a faster rate than general traffic patterns throughout the county based upon the needs of the aging population. This report does not address the non-linear rate of usage increase that could be expected from changing demographics, and therefore, I believe, underestimates the traffic increase that the current facility will develop as well as underestimates the result from the planned expansion.

7. Adding pedestrian walkways: The report notes that new signals may require pedestrian walkways. This would also add time to each signal for pedestrians to cross the street and detracting from the alleged time improvements by adding a left turn signal. After noting this option, it is dismissed by lack of discussion.

This report should not be the basis for a decision to accept or reject the proposed left turn. The report contains too many logical errors, data omissions, unsupported estimations and potential software errors to justify a decision. The City Council should reject this report as inadequate and reject making a decision on this proposal until adequate research addresses the options proposed.

I have a prior commitment and will not be able to attend the meeting this week. I will email the members with my concerns.  
Best Regards,

Ken Olevson

**From:** Tappan Merrick  
**To:** Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>  
**CC:** <council@ci.sunnyvale.ca.us>,  
**Date:** 3/30/2009 10:02 PM  
**Subject:** Fw: RE: How to stop Kaiser

Dear Sunnyvale Leaders,  
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I think that you will find his comments to be very interesting and to the point.

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Subject: RE: How to stop Kaiser

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Let me know. Thanks for your comments and for caring.  
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>> Subject: RE: How to stop Kaiser  
>> To:  
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I offer some comments to the report that I believe augments your comments. In my reading of the report, I find what I believe to be logical errors several times.

1. Software: "Synchro" software is apparently well known and approved by professionals in the traffic management area (for background information see TRANSPORTATION RESEARCH BOARD/NATIONAL RESEARCH COUNCIL, Circular Number E-CO14, Traffic Analysis Software Tools; September 2000 and Vermont Agency for Transportation, Circ-Williston EIS -Traffic Analysis Methods and Software for Detailed Analysis). Its primary use and focus is for timing traffic signals and is secondarily used for the purpose in this report. The report is based in large measure on the results emanating from the software analysis tool. However, when the software in this report does not support their recommendations (report page 15), they dismiss this as function of the methodology and follow up with a narrative explaining away the result. If the software produces erroneous results that are identifiable and obvious, why should it be trusted when it supports their argument but the result is not so easily validated by observation or reasoning?

2. Traffic Volume Increases: The 34% expansion in floor space at the facility adds 175,000 square feet to the current total of 520,000 square feet. The 520,000 square feet appears approximately 1/2 MOB and 1/2 Hospital. My personal observations in frequently visiting the MOB transporting my in-laws, is that the MOB receives substantially more traffic than the Hospital. Therefore, the 34% expansion will increase the traffic much more than the 34% associated with the increase in square footage. I question whether the manual "Trip Generation, 8th edition (2008) factors in this change.

3. Reference to the 2008 Kaiser Traffic Report: The current report relies heavily on the report prepared in 2008 for volume of traffic, left turn effects, etc., yet the prior report is not appended for inclusion and analysis. We therefore must take it on faith that the earlier report was fully validated and unbiased. This is poor scientific method. Reference to the earlier report is valid, but where much of the data for the current report is dependent upon the earlier report, it should have been appended. Omission of critical data upon which they base their conclusions makes all results suspect.

4. "It is estimated": This term is used throughout the report with no justification for the basis for the estimation. The report writer then builds scenarios based on this estimation that support or don't support the particular outcome. Unsupported estimations invalidated the result argued.

5. Additional Traffic Signal Controls at Swallow:

When the proposed expansion is complete (adding new MOB) and the Swallow /Homestead light is installed, will the signals at Quail/Tantau, Swallow and Kaiser/Homestead be timed for each other and with the Homestead/Lawrence intersections? If so, does Sunnyvale pay for this ongoing expense. If they are timed with each other and with Homestead/Lawrence, do East/West travelers wait at Quail, Swallow and Kaiser while commute hour preference is given to North/South Lawrence traffic. If so, where is the time advantage to adding the left turn at Kaiser driveway?

6. Traffic Growth Forecast: The report uses a "generally used" 1% annual growth rate to estimate future traffic in Santa Clara County. However, this is a medical facility designed to serve a dramatically aging population - e.g., adding outpatient Medical Office Building

suites, not more hospital space. I believe it is logical to expect (not "it is estimated") that traffic in and around the facility will increase at a faster rate than general traffic patterns throughout the county based upon the needs of the aging population. This report does not address the non-linear rate of usage increase that could be expected from changing demographics, and therefore, I believe, underestimates the traffic increase that the current facility will develop as well as underestimates the result from the planned expansion.

7. Adding pedestrian walkways: The report notes that new signals may require pedestrian walkways. This would also add time to each signal for pedestrians to cross the street and detracting from the alleged time improvements by adding a left turn signal. After noting this option, it is dismissed by lack of discussion.

This report should not be the basis for a decision to accept or reject the proposed left turn. The report contains too many logical errors, data omissions, unsupported estimations and potential software errors to justify a decision. The City Council should reject this report as inadequate and reject making a decision on this proposal until adequate research addresses the options proposed.

I have a prior commitment and will not be able to attend the meeting this week. I will email the members with my concerns.  
Best Regards,

Ken Olevson

## Jack Witthaus - POLICY--Fwd: Re: Tap Merrick's review of the Kaiser Traffic Study

---

**From:** Marvin Rose (Christina) (Marvin Rose)  
**To:** Witthaus, Jack  
**Date:** 4/2/2009 7:53 AM  
**Subject:** POLICY--Fwd: Re: Tap Merrick's review of the Kaiser Traffic Study  
**CC:** Uribe, Christina  
**Attachments:** Kaiser Traffic Study Review printed copy.docx

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FYI.

>>> On 3/30/2009 at 9:29 AM, in message <49D09107.FD5C.00B5.0@ci.sunnyvale.ca.us>, Heidi Kirk wrote:

Forwarding from Council AnswerPoint. -H

>>> On 3/30/2009 at 9:28 AM, Heidi Kirk <Heidi Kirk@ci.sunnyvale.ca.us> wrote:

Mr. Merrick:

Thank you for copying the Council AnswerPoint in your email. I am forwarding your message and attachment to Council, copying key City staff for their information as well.

Ms. Heidi Kirk  
Executive Assistant  
Office of the Mayor and City Council  
City of Sunnyvale, CA  
hkirk@ci.sunnyvale.ca.us  
www.ci.sunnyvale.ca.us  
PH: (408) 730-7470  
FAX: (408) 730-7699

>>> On 3/29/2009 at 4:30 PM, Tappan Merrick wrote:

Dear Mr. Witthaus,

I have taken the liberty of preparing a detailed review of the Kaiser Traffic Study which you sent me. I am enclosing it as an attachment, as once printed they are easier to read than an e-mail. I am happy to resend as an e-mail if you, or any of the other City leaders would like.

I look forward to meeting with you this Thursday, April 2, 2009 and learning more about this traffic study.

Respectfully,  
Tap Merrick

**Jack Witthaus - PLEASE allow left turns onto westbound Homestead from Kaiser**

---

**From:** Kim Strauss Clarno  
**To:** <pubworks@ci.sunnyvale.ca.us>  
**Date:** 4/2/2009 12:50 PM  
**Subject:** PLEASE allow left turns onto westbound Homestead from Kaiser

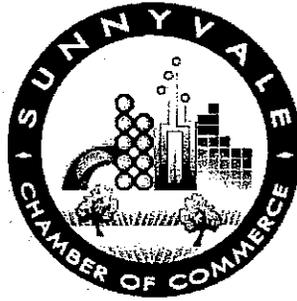
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Hello,

I am a long time Sunnyvale resident and Kaiser employee. I am environmentally responsible and bike to work whenever feasible. However, when I drive to work, I waste gas and time and add unnecessary pollutants to the air, all because I have no direct way to get home. My only choice is to make a right turn out of Kaiser, then idle at the long light at Lawrence Expressway, only to U turn back to westbound Homestead. I hope the City of Sunnyvale will show environmental responsibility and allow left turns onto westbound Homestead, so that we Sunnyvale residents will be allowed direct access to our homes out of the Kaiser driveway.

Thank you,

Kim Clarno



*Since 1906*

April 2, 2009

Mayor Anthony Spitaleri  
and Sunnyvale City Council  
City Hall  
456 W. Olive Avenue  
Sunnyvale, CA 94086

**RE: Community Meeting on Kaiser Access Study Report**

Mayor Spitaleri and Council:

The Sunnyvale Chamber of Commerce is pleased to provide our input into this matter. **We would respectfully recommend Council adopt the report's recommendations, specifically for allowing left turns from the Kaiser driveway onto westbound Homestead Road.**

The study addressed Council's concerns regarding the impact to neighborhoods in adding a left-turn (westbound) option from the medical center on Homestead. The study concluded that "Based on the traffic analysis, it can be concluded that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause cut-through traffic in the residential areas to the north of the Kaiser medical facility under existing traffic conditions. "

It is both prudent and in the best interests of traffic safety add the left-turn option in order to improve ease of access for Sunnyvale residents who work at the facility and the thousands Sunnyvale residents who are health plan members, to be able to easily and safely navigate to and from Sunnyvale. A left turn onto westbound Homestead Road will improve the traffic circulation at the facility, better ensure the safety of pedestrians on the hospital campus, and provide increased efficiency for those needing to travel west on Homestead Road. In our support for the left-turn option, we would also recommend the city monitor the resultant traffic and mitigate any neighborhood impacts should they actually occur.

As the Chamber represents major businesses in the area and throughout Sunnyvale, we know how important it to be able to get workers (and health plan members) in and out of the facility in a timely and safe manner. Thank you and we look forward to hearing of your actions on this issue.

Respectfully,

Paul Stewart  
President & CEO  
Sunnyvale Chamber of Commerce

cc: City Manager Gary Luebbers  
City Attorney David Kahn  
Community Development Director Hanson Hom



Debora Sawyer, MD

4/1/09

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 13 years, I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center because it is unsafe to make a U-turn at Lawrence Expressway to head west on Homestead. It is a very short distance from leaving the medical center to reach the left turn lane and make the U-turn.

As a physician leader I am in charge of improving safety and quality of care for our members. I focus on reliable workflows and system design/improvement. The inability to make a left-hand turn forces members and staff to take unsafe actions to make a U-turn at Lawrence Expressway and prolongs our time to get home. It can take up to 10 minutes to navigate the process.

Approximately one in three Sunnyvale residents are Kaiser Permanente Santa Clara members, physicians and/or staff who currently utilize the facility. A left turn onto westbound Homestead Road will improve the traffic circulation at the facility, better ensure the safety of pedestrians on the campus, and provide a safe, efficient way to leave the campus.

It is my understanding that a recent traffic study concluded that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause traffic to cut-through in the neighborhoods to the north of the Kaiser medical facility.

Thank you for considering the addition of a left-turn signal for all the reasons listed above. If I can answer any further questions please feel free to contact me at

Sincerely,

A handwritten signature in cursive script that reads "Debora Sawyer, M.D." with a small flourish at the end.

Debora Sawyer, MD

710 Lawrence Expressway  
Santa Clara, California 95051  
(408) 851-1000

4/2/2009

**Suzanne Jeler**

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of over 30 years in the "Bird Land" area of Sunnyvale (I live in between Lochinvar Ave. and Homestead Road) and a Kaiser Permanente Employee at the Santa Clara Medical Center, I am requesting that a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center.

Currently with the restriction of having to turn right from the Homestead exit at Kaiser, then having to make a U-turn onto Lawrence Expressway, a lot of extra time sitting in traffic is the norm. I have sat through 3 red lights on several occasions waiting to make the U-turn onto Homestead Road, as I need to turn onto Swallow Drive to get home. I live **so** close to Kaiser, but I actually have a small commute with all of the traffic and congestion!

When the Medical Center on Homestead was being built, there was a lot of concern from home owners in the neighborhood that I live in, thinking that there would be excessive traffic with Kaiser members and employees cutting through the neighborhood.

It is my understanding that a recent traffic study concluded that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause traffic to cut-through in the neighborhoods to the north of the Kaiser medical facility.

Since the Medical Center has been in operation, ***I have not noticed any extra traffic at all in my neighborhood. In fact, it seems just the same as it was before the Medical Center was built.***

Thank you so much for your time and consideration of the addition of a left-turn signal for all the reasons listed above. If I can answer any further questions please feel free to contact me at

Sincerely,



Suzanne Jeler

Janice Santarini

March 31, 2009

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 22+ years, I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center because, as a Sunnyvale tax-payer, I feel it is my privilege and legal right to have this right of way.

Approximately one in three Sunnyvale residents are Kaiser Permanente Santa Clara members, physicians and/or staff who currently utilize the facility. A left turn onto westbound Homestead Road will improve the traffic flow and provide increased efficiency for we Sunnyvale residents needing to travel west on Homestead Road.

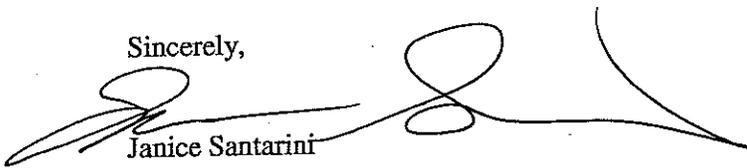
Recently a traffic study found that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause an increase in non-Sunnyvale-resident traffic through the neighborhoods to the north of the Kaiser medical facility. Only those people who actually live in that area would still be accessing these neighborhoods, which is our right. Even though I can't make a left turn onto Homestead, I still need to use this road to get home so this restriction adds to my daily mileage and actually increases my use of Homestead since I'm back-tracking by making a U-turn!

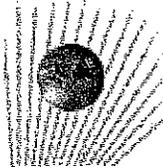
The inability to make a left-hand turn causes a backup in traffic exiting the Kaiser Permanente location at both the Homestead and Lawrence Expressway exits. This increases our gasoline consumption and creates extra pollution emissions, not only as we wait in line to exit the facility, but also as we then sit in line at the left hand turn lane to either make a U-turn on Homestead or a left hand turn from northbound Lawrence Expressway. I, and many others, have then added to the traffic flow on both these very busy thoroughfares. Allowing the option to turn either right or left, would minimize congestion coming in and out of the facility and traffic traveling on both Homestead Road and Lawrence Expressway. If we truly are a "green" community, we should do whatever we can to decrease gas consumption and harmful emissions, not significantly increase them as this left-turn restriction does.

Additionally this restriction causes our patients, their family members, and Kaiser staff added stress due to loss of valuable time in their busy schedules, since it can add at least 10 minutes of wait time at Lawrence Expressway to make a U-turn on Homestead. I myself have witnessed examples of anger and frustration as a result of this pointless restriction.

I wish to thank you in advance for lifting this needless and detrimental restriction of no left turns onto Homestead Road from the Kaiser Permanente Santa Clara facility, based on the reasons listed above and from the feedback I have heard from many of my Sunnyvale neighbors. Many of them were very upset with Kaiser for this restriction - I have let them know that they need to voice their frustrations with the Mayor of Sunnyvale and the City Council, *not* Kaiser Santa Clara!

Sincerely,

  
Janice Santarini



Kim Clarno /CA/KAIPERM  
04/01/2009 08:46 AM

To Jan Santarini/CA/KAIPERM@KAIPERM

cc

bcc

Subject Re: Fw: Looking for speakers for the Left Turn at the Sunnyvale Community Mtg on 4/02, 6pm

Hi Jan,

Sorry, I can't make the meeting but I'll pass along the feedback my family has sent to the city.

I have spoken with "Birdland" residents who thought that increased traffic in their neighborhood was due to Kaiser, but upon further examination, they admitted that it was the Sunnyvale Soccer Complex traffic that they were experiencing (mostly weekends, high volume turnover every hour, no major thoroughfare near the field).

Blocking the left turn increases congestion on eastbound Homestead. It does not decrease traffic on westbound Homestead, since people who need to go west make a U turn at Lawrence Expwy and end up driving an extra half mile, which is bad for the environment.

In the late afternoon, traffic on eastbound Homestead backs up from Lawrence Expwy beyond the light at Kaiser. There is no back up from Lawrence Expressway to westbound Homestead.

Blocking the left turn does not decrease access to the "Birdland" neighborhood, because all access routes are still available ...after a U turn at Lawrence Expwy.

I would be really interested to hear the city's justification for creating the unusual traffic pattern that results from having no left turn option onto Homestead. The light is installed, the lanes are available, and the demand is present. Why not use it?

Kim S. Clarno, PT, OCS  
Supervisor, Pediatric Rehabilitation

NOTICE TO RECIPIENT: If you are not the intended recipient of this e-mail, you are prohibited from sharing, copying, or otherwise using or disclosing its contents. If you have received this e-mail in error, please notify the sender immediately by reply e-mail and permanently delete this e-mail and any attachments without reading, forwarding or saving them. Thank you.

Jan Santarini/CA/KAIPERM

Bridget Bouyssounouse

April 2, 2009

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 9 years, I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center because it would make getting out of both work and my medical appointment faster. I am both a Kaiser Permanente staff and a member.

Approximately one in three Sunnyvale residents are Kaiser Permanente Santa Clara members, physicians and/or staff who currently utilize the facility. A left turn onto westbound Homestead Road will improve the traffic circulation at the facility and provide increased efficiency for those needing to travel west on Homestead Road. Several year ago my younger son attended a preschool in the Birdland neighborhood and it was very time consuming for me to pick him up because I could not turn left onto Homestead Road. Many of my coworkers have considered childcare in the Birdland area (there are several schools) but hesitate because it is difficult for us to get to after work to pick up our kids.

Now that both of my children are older they attend many summer camps through the City of Sunnyvale Parks and Recreation and I pick them up after work. Again, not being able to turn left onto Homestead slows me down and I have to rethink my route to their camp sites at Sunnyvale Parks: Washington, Fair Oaks and Fremont HS.

- It is my understanding that a recent traffic study concluded that that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause traffic to cut-through in the neighborhoods to the north of the Kaiser medical facility.
- The inability to make a left-hand turn causes a backup in traffic exiting the Kaiser Permanente location.
- Allowing the option to turn either right or left, would minimize congestion coming in and out of the facility and traffic traveling Homestead Road.
- The restriction of only turning right onto Homestead Road, causes patients, family members, and staff to lose unnecessary time in their schedules. (It can easily add 10 minutes of wait time at Lawrence Expressway to make a U-turn on Homestead)
- The restriction of only turning right onto Homestead Road, then U-turning on Lawrence Expressway to head up Homestead Road, can be dangerous to negotiate with right turn traffic from Lawrence, and becomes costly in gasoline prices due to the need to back track in direction.

Thank you for considering the addition of a left-turn signal for all the reasons listed above. If I can answer any further questions please feel free to contact me at

Sincerely,



Bridget Bouyssounouse

Paul Roque

March 31, 2009

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 5+ years, I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center because, as a Sunnyvale tax-payer, I feel it is my privilege and legal right to have this right of way.

Approximately one in three Sunnyvale residents are Kaiser Permanente Santa Clara members, physicians and/or staff who currently utilize the facility. A left turn onto westbound Homestead Road will improve the traffic flow and provide increased efficiency for we Sunnyvale residents needing to travel west on Homestead Road.

Recently a traffic study found that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause an increase in non-Sunnyvale-resident traffic through the neighborhoods to the north of the Kaiser medical facility. Only those people who actually live in that area would still be accessing these neighborhoods, which is our right. Even though I can't make a left turn onto Homestead, I still need to use this road to get home so this restriction adds to my mileage and actually increases my use of Homestead since I'm back-tracking by making a U-turn!

The inability to make a left-hand turn causes a backup in traffic exiting the Kaiser Permanente location at both the Homestead and Lawrence Expressway exits. This increases our gasoline consumption and creates extra pollution emissions, not only as we wait in line to exit the facility, but also as we then sit in line at the left hand turn lane to either make a U-turn on Homestead or a left hand turn from northbound Lawrence Expressway. I, and many others, have then added to the traffic flow on both these very busy thoroughfares. Allowing the option to turn either right or left, would minimize congestion coming in and out of the facility and traffic traveling on both Homestead Road and Lawrence Expressway. If we truly are a "green" community, we should do whatever we can to decrease gas consumption and harmful emissions, not significantly increase them as this left-turn restriction does.

Additionally this restriction causes patients, their family members, and Kaiser staff added stress due to loss of valuable time in their busy schedules, since it can add at least 10 minutes of wait time at Lawrence Expressway to make a U-turn on Homestead.

I wish to thank you in advance for lifting this needless and detrimental restriction of no left turns onto Homestead Road from the Kaiser Permanente Santa Clara facility.

Sincerely,



Paul Roque

March 31, 2009

Jill Moudy

Honorable Mayor and Sunnyvale City Council,

As a resident of the City of Sunnyvale for the past 9 years am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center due to several reasons, namely safety of members and employees, as well as, environmental impact implications.

As the Environmental, Health and Safety Manager, and Safety Officer, for the Kaiser Permanente Santa Clara Medical Center, it's my responsibility to provide for the safety of our members and employees and be involved in lessening any adverse environmental impact of our Medical Center. I've spent time observing the Homestead exit of our Medical Center and have made the following observations:

1. Those who use the exit often turn right and go directly to the left turn/U-turn lane on Lawrence Expressway. The turn radius while making the U-turn onto Homestead is very narrow. On several occasions I have seen cars make sudden stops when they realize they will not clear the median as they make the U-turn. I have seen near miss accidents as a result of these abrupt stops. I have also seen motorists stop and back their cars up to clear the same median, again resulting in near miss accidents.
2. With no access to a left turn signal at the Kaiser Permanente Santa Clara Medical Center Homestead exit members and patients wishing to drive that direction on Homestead must make an additional stop and start of their vehicles, as well as, drive an added unnecessary distance to achieve their driving direction. Both the additional start and stop and the extra driving distance increase the amount of car exhaust being released into the environment. This can be completely avoided with the addition of the left hand turn at the Homestead exit.

It is my understanding that a recent traffic study concluded that allowing left turns from the Kaiser exit onto westbound Homestead Road would not cause traffic to cut-through in the neighborhoods to the north of the Kaiser Santa Clara Medical Center. As this potential outcome has been negated, an addition of a left hand turn onto Homestead Road would be a win-win for Kaiser Permanente Santa Clara Medical Center members, employees and residents of the City of Sunnyvale. An increase in safety and decrease in potential environmental impacts is a benefit to all.

I appreciate your expedient consideration of this matter. If I can be of any additional assistance, or if you have further questions, please feel free to contact either at \_\_\_\_\_, or via email at \_\_\_\_\_

Respectfully,



Jill Moudy

Sheryl Sun

Date: 4/2/09

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 20 years, I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center because I would like to be able to get home in an expeditious fashion rather than have to do a U turn at Lawrence Expressway. I especially want to use this route when I need to go shopping, go to the cleaners, or the shoe repair on my way home from work.

I remember one of the main reasons given 4 years ago for not allowing the left turn was that the "Birdland" residents thought it would increase traffic in their neighborhood. I never understood this. There is no shortcut in Birdland to anywhere people want to go; I just want to get to my home without taking the freeway and my home is on the other side of Sunnyvale.

Thank you for considering the addition of a left-turn signal for all the reasons listed above. If I can answer any further questions please feel free to contact me at

Sincerely,

  
Sheryl Sun

April 2, 2009

Dear Honorable Mayor and Sunnyvale City Council,

As a Sunnyvale Resident of 40 years, I am requesting a left turn signal be added to the Homestead exit of the Kaiser Permanente Medical Center.

I have volunteered at that site since 2006 and I continue to volunteer one day every week. I enter and leave the Kaiser Permanente Medical Center at the Homestead exit because it avoids the heavily congested Lawrence Expressway exit at the times that I volunteer (12:30 pm and 5:00 pm).

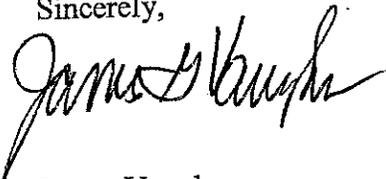
Making U-turns at Homestead and Lawrence is unsafe because vehicles turning right onto Homestead from southbound Lawrence often do not stop or slow down for the U-turn vehicles on Homestead.

Allowing the option to turn either right or left, would minimize backup of traffic leaving Kaiser via the Homestead exit.

Other left turns at stop lights are permissible from highly-trafficked areas exiting from Homestead Road, e.g., the exit from Homestead Square at Franco Court (first traffic light west of DeAnza Blvd) and the exit from Homestead High School at Mary Avenue. I realize that those examples are officially in Cupertino; but they are immediately adjacent to Sunnyvale neighborhoods.

Thank you for considering the addition of a left-turn signal for all the reasons listed above. If I can answer any further questions please feel free to contact me at

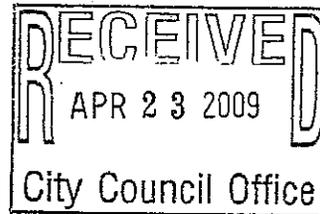
Sincerely,



James Vaughn

BOARD OF SUPERVISORS  
COUNTY OF SANTA CLARA

*Liz Kniss, President  
Fifth District Supervisor*



April 20, 2009

Mayor Spitaleri and City Council  
City Hall  
P.O. Box 3707  
Sunnyvale, CA 94088-3707

**Re: Kaiser left turn**

Dear Mayor Spitaleri and City Council

I write to support the addition of a left-turn (westbound) option from the Kaiser Medical Center exit on Homestead. I understand that this issue will be before you in July.

A left turn onto westbound Homestead Road will improve the traffic circulation at the facility, better ensure the safety of pedestrians on the campus, and provide increased efficiency for those needing to travel west on Homestead Road, and take some pressure off Lawrence Expressway. (Of course, many Kaiser members and employees are also Sunnyvale residents.)

I am pleased that you have required a Kaiser Access Traffic Study to analyze the impact to neighborhoods of the left-turn option. This Study concluded:

" Based on the traffic analysis, it can be concluded that allowing left turns from the Kaiser driveway onto westbound Homestead Road would not cause cut-through traffic in the residential areas to the north of the Kaiser medical facility under existing traffic conditions."

I hope that you are able to make this change to facilitate getting thousands of Kaiser health plan members and employees in and out of the facility in a timely, environmentally sensitive and safe manner. Thank you considering my views.

Very truly yours,

A handwritten signature in black ink that reads "Liz Kniss". The signature is written in a cursive, slightly slanted style.

Liz Kniss  
President, Board of Supervisors

CC: Lisa Jafferries