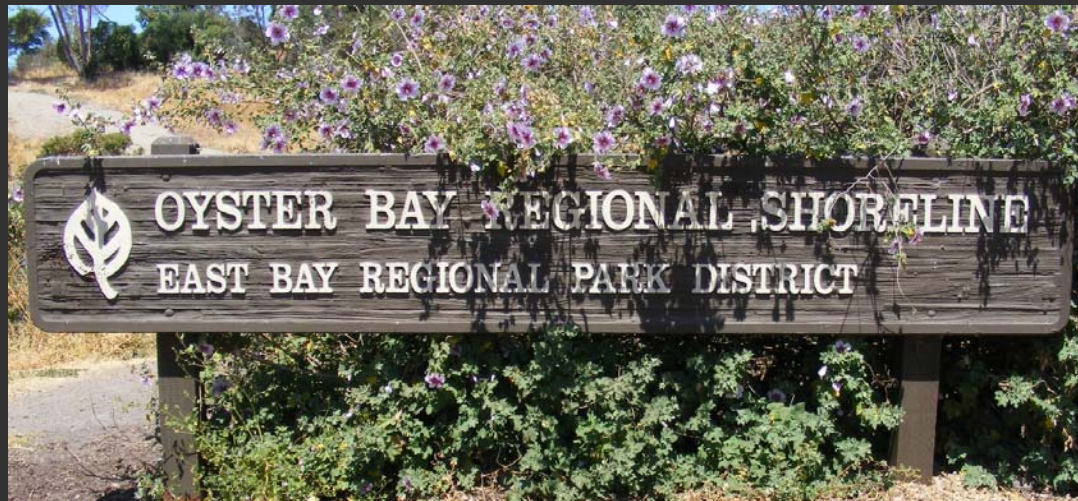
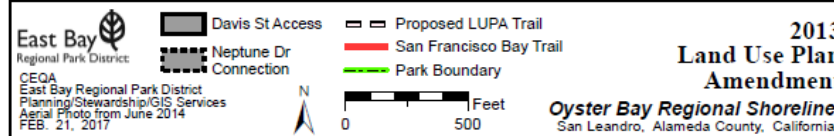


Oyster Bay Regional Shoreline Neptune Drive Entrance



City of San Leandro
Facilities and Transportation Committee
November 6, 2019

East Bay 
Regional Park District



Four intersections studied

Version 7.00-06

9/20/2019

Traffic Volume - Base Volume



Exhibit 7 – LOS for a Busy Saturday Peak Hour in the Existing and Existing + Project Scenarios

#	Intersection	Existing SAT			Existing SAT + Busy Project			Change in V/C
		V/C	Delay	LOS	V/C	Delay	LOS	
1	Davis Street & Doolittle Drive	0.36	16.6	B	0.41	19.0	B	0.05
2	Williams Street & Doolittle Drive	0.49	10.4	B	2.16	166.5	F	1.67
3	Marina Boulevard & Doolittle Drive	0.63	22.8	C	0.65	23.7	C	0.01
4	Williams Street & Neptune Drive	0.06	7.2	A	0.99	47.4	E	0.93

Source: Kittelson & Associates, Inc. 2019
Level of Service Methodology based on HCM 6th Edition

Exhibit 8 – LOS for a Special Event Saturday Peak Hour in the Existing and Existing + Project Scenarios

#	Intersection	Existing SAT			Existing SAT + Special Event			Change in V/C
		V/C	Delay	LOS	V/C	Delay	LOS	
1	Davis Street & Doolittle Drive	0.36	16.6	B	0.43	19.8	B	0.07
2	Williams Street & Doolittle Drive	0.49	10.4	B	1.26	122.7	F	0.77
3	Marina Boulevard & Doolittle Drive	0.63	22.8	C	0.66	24.0	C	0.02
4	Williams Street & Neptune Drive	0.06	7.2	A	1.07	67.4	F	1.01

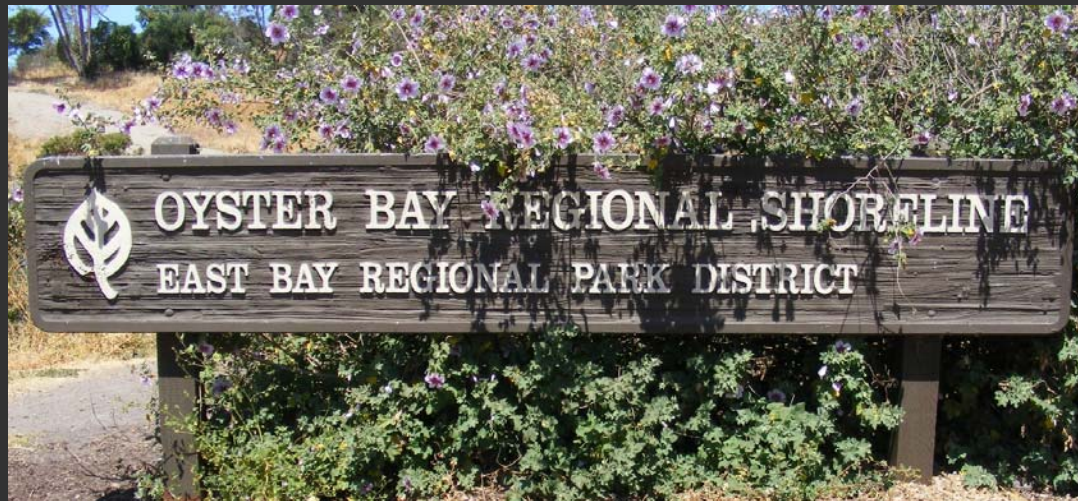
Source: Kittelson & Associates, Inc. 2019
Level of Service Methodology based on HCM 6th Edition

Neptune Drive Entrance Traffic Analysis

Findings:

- Williams St/Doolittle Dr. under busy Sat. & special event Sat. scenarios is estimated to experience a potentially significant traffic operation impact that can be mitigated by restriping eastbound approach to provide exclusive left turn lane & optimizing signal operations. During special event Sat, having a traffic control officer operate the signal under split phase operations would reduce the impact to less than significant.
- Neptune Dr/Williams St. also had potentially significant impacts under busy Sat. and special event Sat. scenarios. It is recommended that this 4-way stop sign be converted into a 2-way stop-controlled intersection with Williams St. approach controlled &, for special events, it is recommended that this intersection be controlled by a traffic officer.

Oyster Bay Regional Shoreline Neptune Drive Entrance *Any questions?*



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