



City of  **San Leandro**

Hesperian Boulevard Bike Lane Gap Closure Project



Bicycle & Pedestrian Committee, April 21, 2026

Introductions



Iman M. Fawzy



Meron Shiferaw, DKS



Cade Luongo, W-Trans

AGENDA

1

Project Scope

2

Guiding Policies

3

Bike Network

4

Traffic Impacts
Study

5

Budget Analysis

6

Schedule & Next
Steps

Project Scope

- 0.4 mile Segment: 150th Ave to Bayfair Dr
- Lane reconfiguration & Class IV bike lane
- Accessible Curb Ramps, Pedestrian Hybrid Beacon & Pedestrian Improvements
- Signal and striping improvements



Guiding Policies

Vision Zero Policy statement:

- In 2022 a goal was adopted to eliminate fatalities and serious injuries by making travel safer for all modes of transportation and people of all ages and abilities

Local Road Safety Plan (LRSP)

- Adopted in 2022, it outlines goals and policies, and identifies 7 priority corridors for safety improvements.

Bicycle and Pedestrian Master Plan

- Adopted in 2024 Expands on LRSP and sets plan to guide infrastructure projects and programs to support bicycling and walking as safe, enjoyable, and practical transportation options.



[San-Leandro-Local-Roadway-Safety-Plan-LRSP](#)



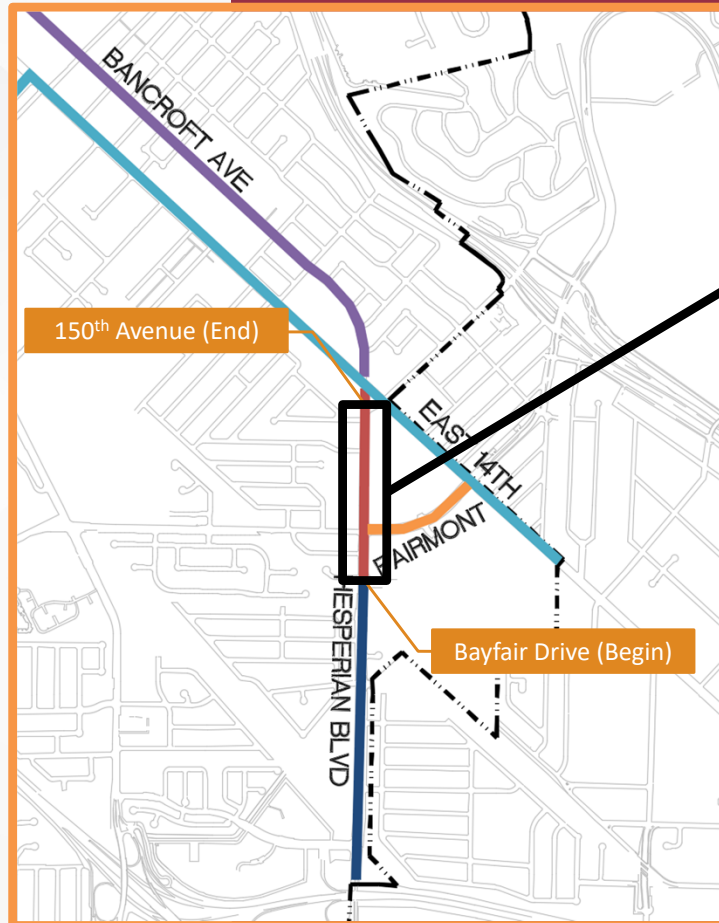
[2024-Bicycle-and-Pedestrian-Master-Plan-PDF](#)

Project Benefits

- Enhance safety and comfort for pedestrians and bicyclists of all ages and abilities
- Enhance connectivity to the existing and planned Class IV bikeways



Related Bike Network Projects



Hesperian Class IV Bikeways Project

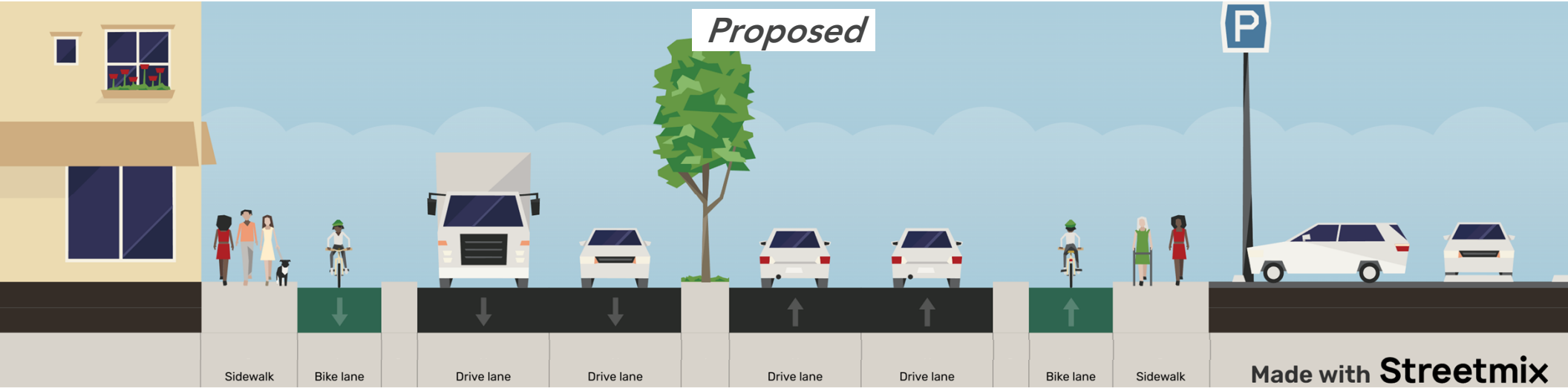
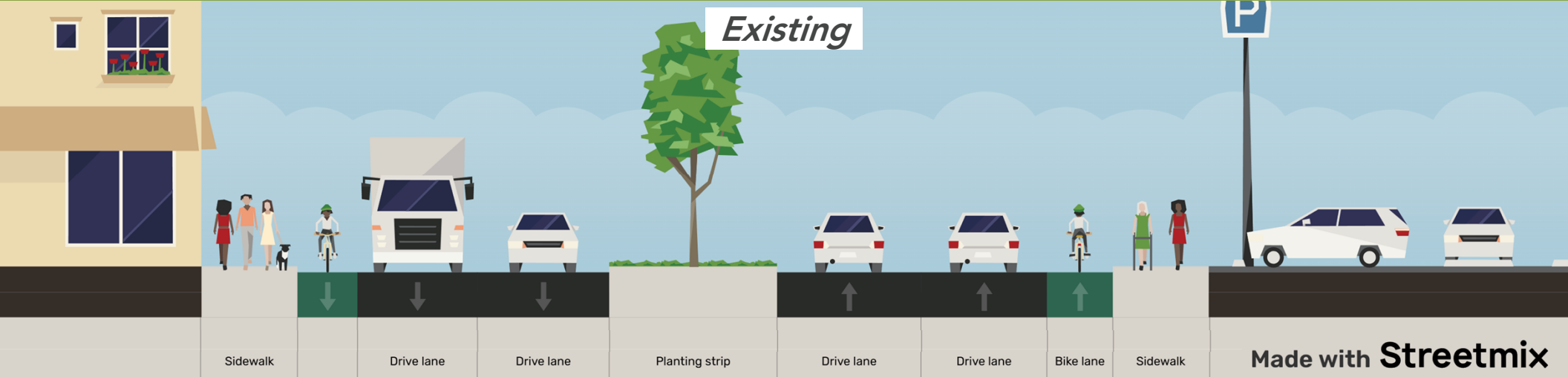
THIS PROJECT
(150th to Bayfair)

Crosstown Corridors
Start of Design – Spring 2026

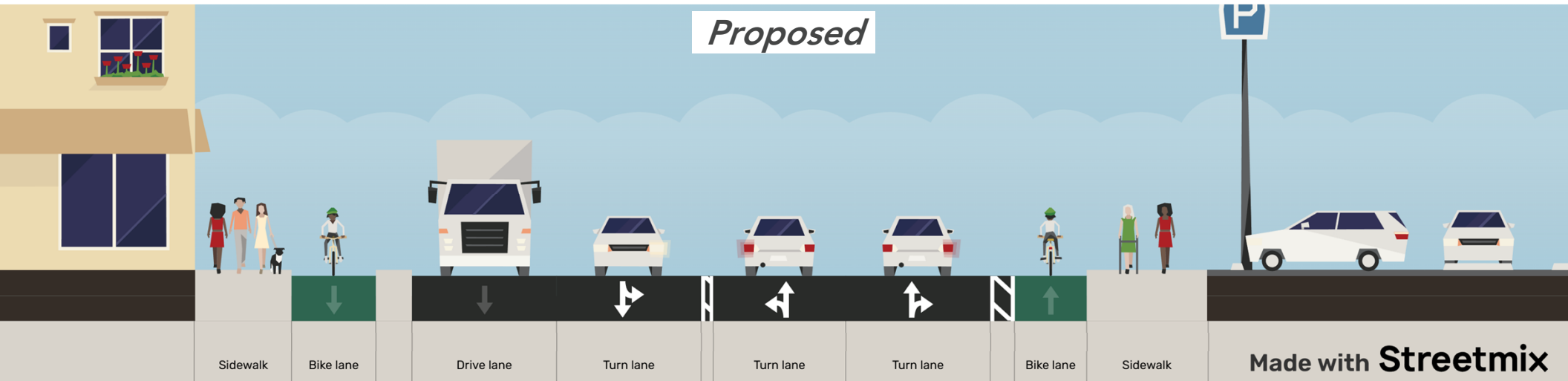
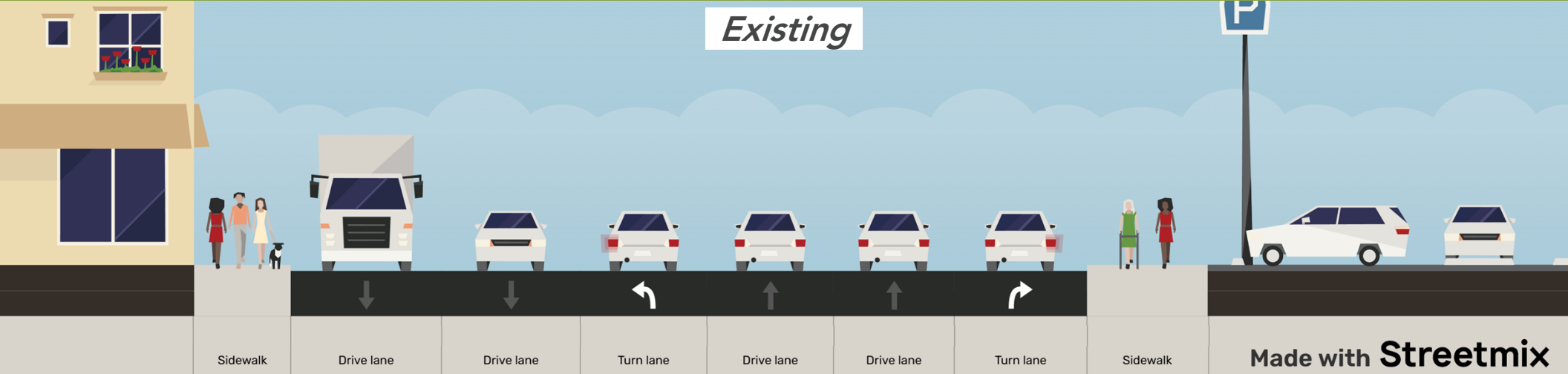
East Bay Greenway
Start of Construction
Winter 2026

Fairmont Bike Lanes
Completed in 2022

Hesperian Boulevard (Fairmont to Grace) Cross Section



Hesperian Boulevard (Grace to 150th) Cross Section



Hesperian Blvd & Grace St

Rendering



Bicycle Treatments Under Consideration



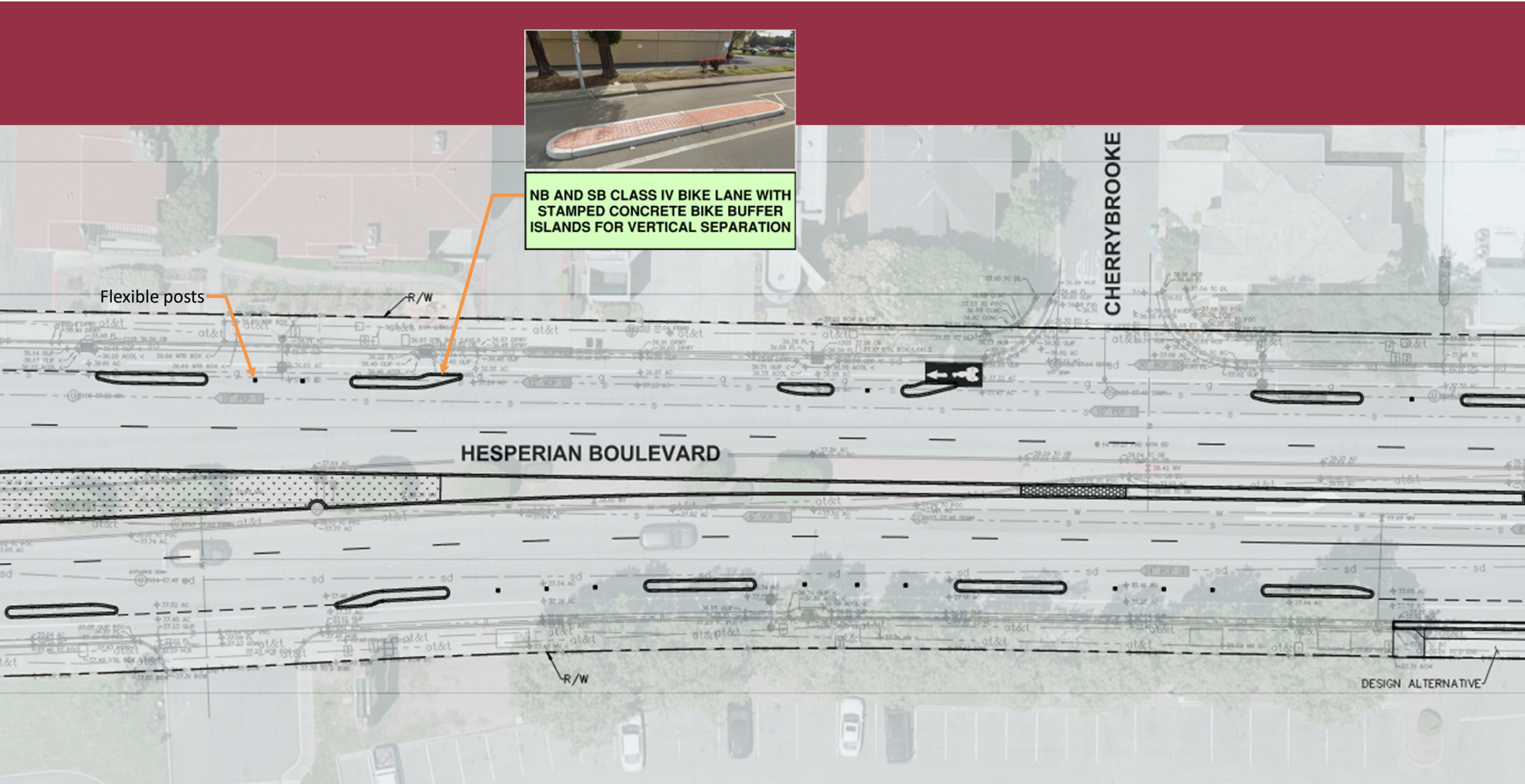
Dashed Green Conflict Zone Striping



Green Thermoplastic Pavement Markings



Raised Bike Buffer Islands



NB AND SB CLASS IV BIKE LANE WITH STAMPED CONCRETE BIKE BUFFER ISLANDS FOR VERTICAL SEPARATION

Flexible posts

R/W

HESPERIAN BOULEVARD

CHERRYBROOKE

DESIGN ALTERNATIVE

Traffic Impacts Study

- Delay and LOS along Hesperian fall within acceptable limits in the proposed project condition

INTERSECTION	CONTROL	EXISTING		EXISTING PLUS MITIGATED PROJECT	
		AM PEAK LOS	PM PEAK LOS	AM PEAK LOS	PM PEAK LOS
HESPERIAN BOULEVARD AND E 14 TH STREET*	SIGNALIZED	C	C	C	C
HESPERIAN BOULEVARD AND 150 TH AVENUE / LOUISE STREET	SIGNALIZED	B	B	C	B
HESPERIAN BOULEVARD AND GRACE STREET	TWO-WAY STOP CONTROLLED	E	D	E	D
HESPERIAN BOULEVARD AND HALCYON DRIVE / FAIRMONT DRIVE	SIGNALIZED	D	D	D	D
HESPERIAN BOULEVARD AND BAYFAIR DRIVE*	SIGNALIZED	B	C	B	C

Traffic Impacts Study

- With proposed project mitigations, arterial level of service improves from LOS F to E

	STUDY SEGMENT	EXISTING ARTERIAL LOS	EXISTING PLUS MITIGATED PROJECT ARTERIAL LOS
AM	NB: BAYFAIR DRIVE TO E 14TH STREET	F	E
	SB: E14TH STREET TO BAYFAIR DRIVE	E	E
PM	NB: BAYFAIR DRIVE TO E 14TH STREET	F	E
	SB: E14TH STREET TO BAYFAIR DRIVE	E	E

Budget Analysis

Project Cost

- Pre-Design Costs: \$ 60,000
- Design Cost: \$789,249
- Total Design Costs: **\$849,249**

Available Funding (Design only)

- City Funds: \$524,249
- ACTC Grant: \$225,000
- MTC Grant: \$100,000
- Total Funding: **\$849,249**

- Estimated Construction Costs \$5,200,000

Project Schedule and Next Steps

Facilities & Transportation Committee meeting
February 12, 2026

Bicycle & Pedestrian Advisory Committee Meeting
April 2026

Design Development
March – October 2026

Final Design
December 2026



Questions



Site Photos



Site Photos

