



Lewelling Boulevard Class IV Bikeways

Information Only

Bicycle & Pedestrian Advisory Committee, April 21, 2026



Introductions



Iman M. Fawzy
Assistant Engineer



Thomas Kabandama
Civil Engineer



Rob Rees
Traffic Engineer

AGENDA

1
Project
Location

2
Guiding
Policies

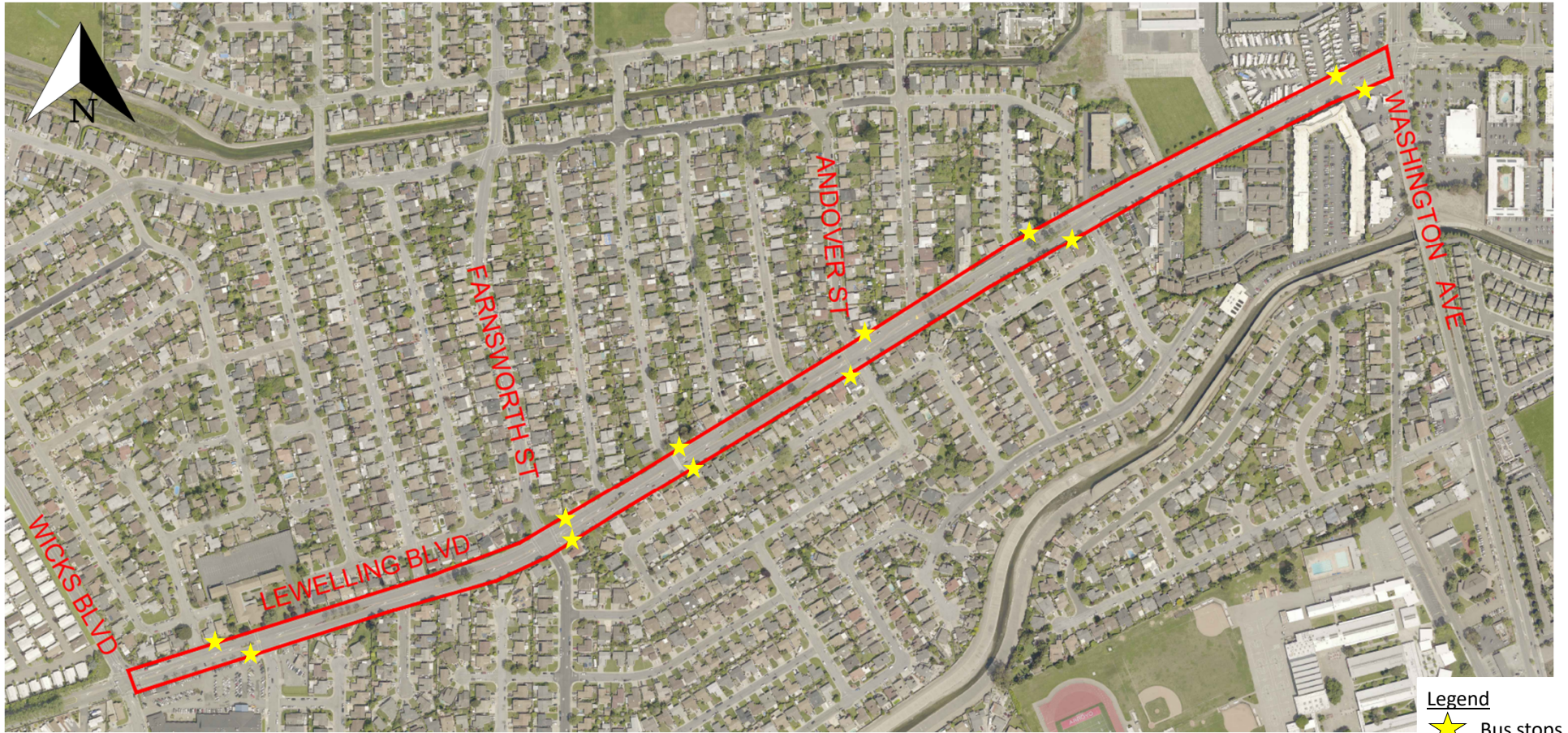
3
Project & Design
Features

4
Traffic Study

5
Costs &
Funding

6
Schedule &
Next Steps

Project Location



Guiding Policies

Vision Zero Policy (2022):

- Eliminate fatalities and serious injuries by making travel safer for all modes of transportation and people of all ages and abilities.

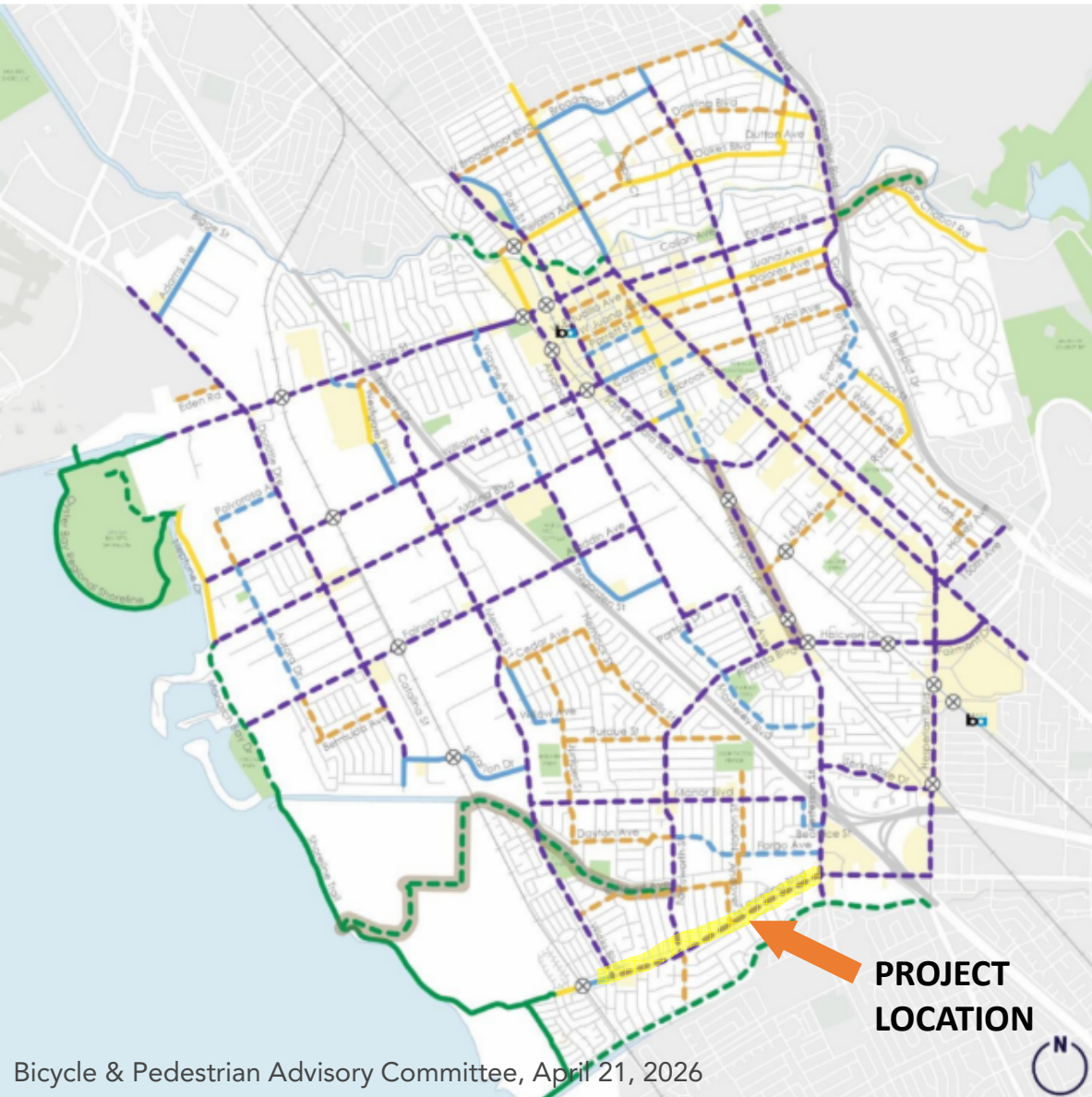
Local Road Safety Plan (LRSP, 2022)

- Outlines goals and policies and identifies 7 priority corridors for safety improvements.

Bicycle and Pedestrian Master Plan (BPMP, 2024)

- Expands on LRSP
- Guide infrastructure projects and programs to support bicycling and walking as safe, enjoyable, and practical transportation options.

Planned Bicycle Network



Bike Facilities

- | Recommended Bikeways | Existing Bikeways |
|-----------------------------|-------------------|
| Shared Use Path | Shared Use Path |
| Bike Lane | Bike Lane |
| Bike Boulevard | Bike Route |
| Separated Bikeway | Separated Bikeway |
| Study Projects | |
| At-Grade Railroad Crossings | |
| BART Station | |
| Railroad | |
| Commercial Areas | |
| Parks | |

**PROJECT
LOCATION**



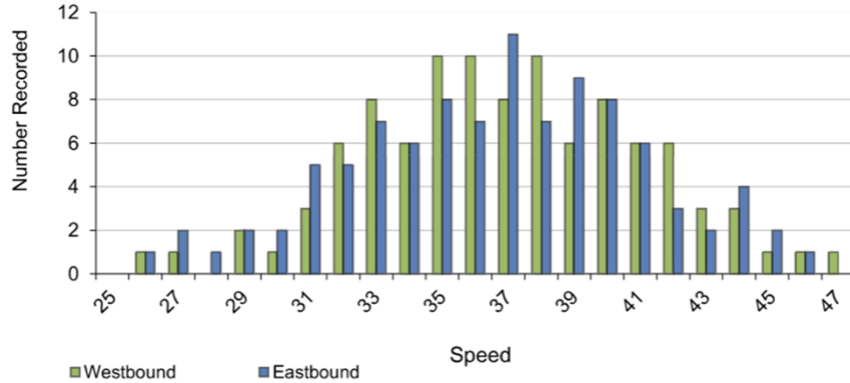
Collision Summary

Street Lewelling Boulevard	From Washington Avenue	To Wicks Boulevard
Period	From 9/1/2020	To 8/31/2025
	Total Collisions	66
	Total Injury	34
	Total KSI	3
	Total Pedestrian Collisions	4
	Pedestrian KSI	2 (Serious Injuries)
	Total Bicycle Collisions	4
	Bicycle KSI	1 (fatality)

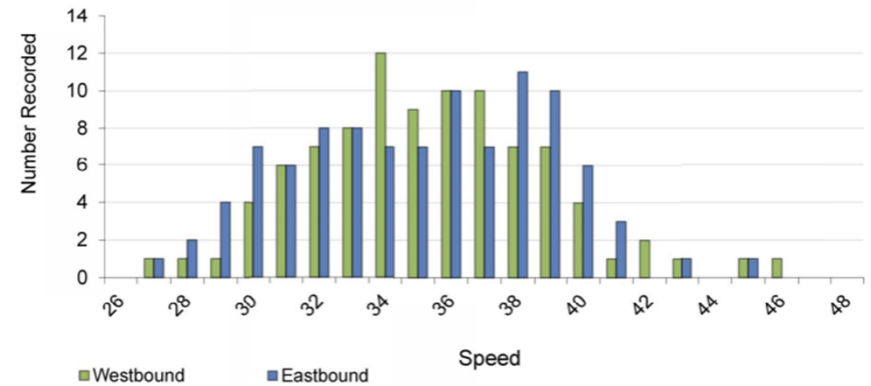
KSI: Killed or Seriously Injured

Speed Analysis

Wicks → Sedgeman 85th Percentile Speed = 41 mph



Sedgeman → Hesperian 85th Percentile Speed = 39 mph



85th Percentile Speed: is the speed that 85% of drivers are driving at or below

Existing

Wicks → Sedgeman



Sedgeman → Washington



[Engineering and Traffic Survey
Transportation | San Leandro, CA](#)

Goals & Project Features

Recommended goals:

1. Enhance bicycle safety
2. Enhance pedestrian safety
3. Improve safety at intersections



Protected Bike Lanes



High Visibility Crosswalks



Protected Left Turn Movements



Accessible Curb Ramps



Tighten Turn Radii at Corners



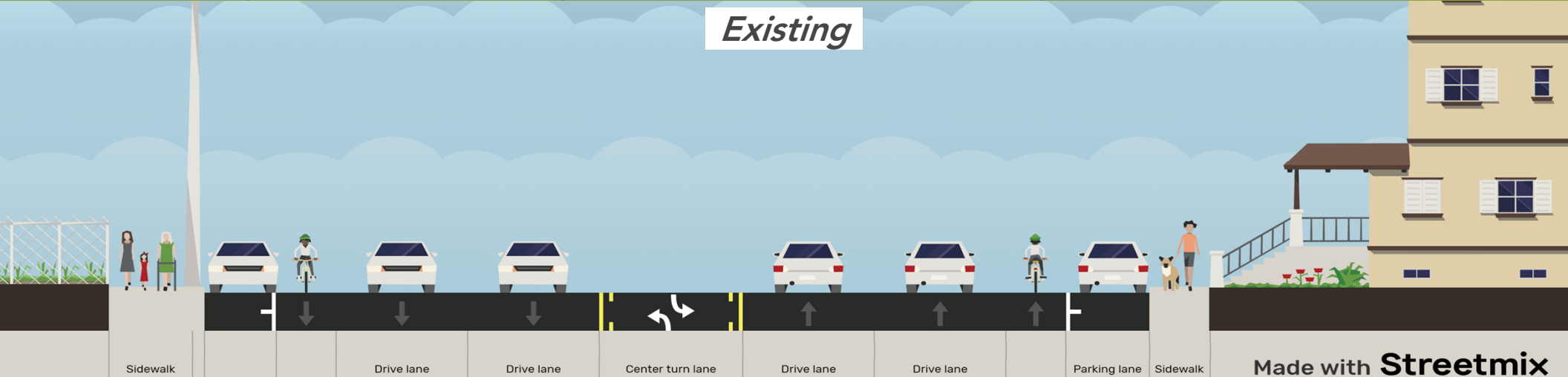
Pavement Surface Seal



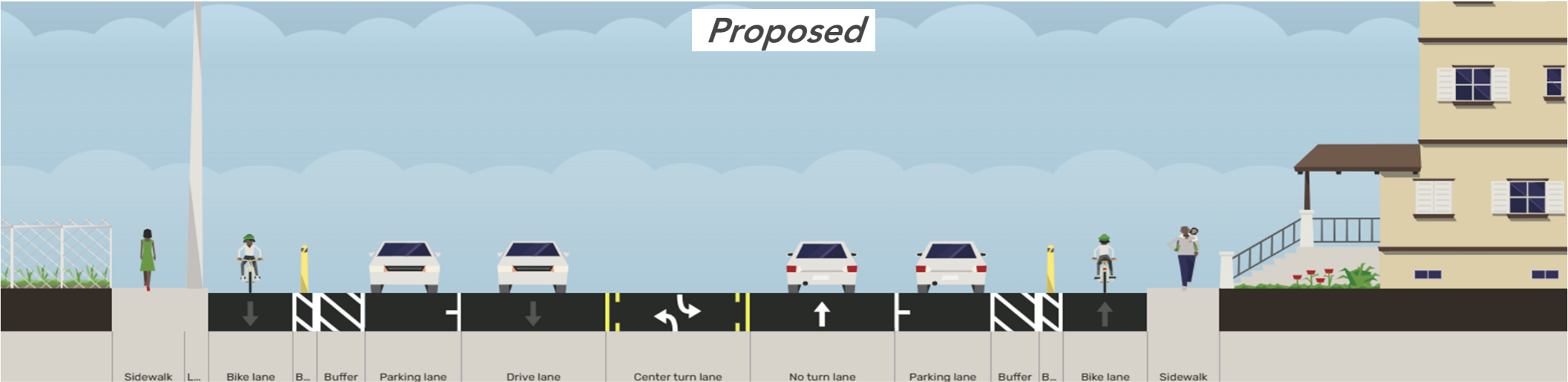
No Right Turn on Red

Lewelling Blvd (Sedgeman to Washington) Cross Section

Existing



Proposed

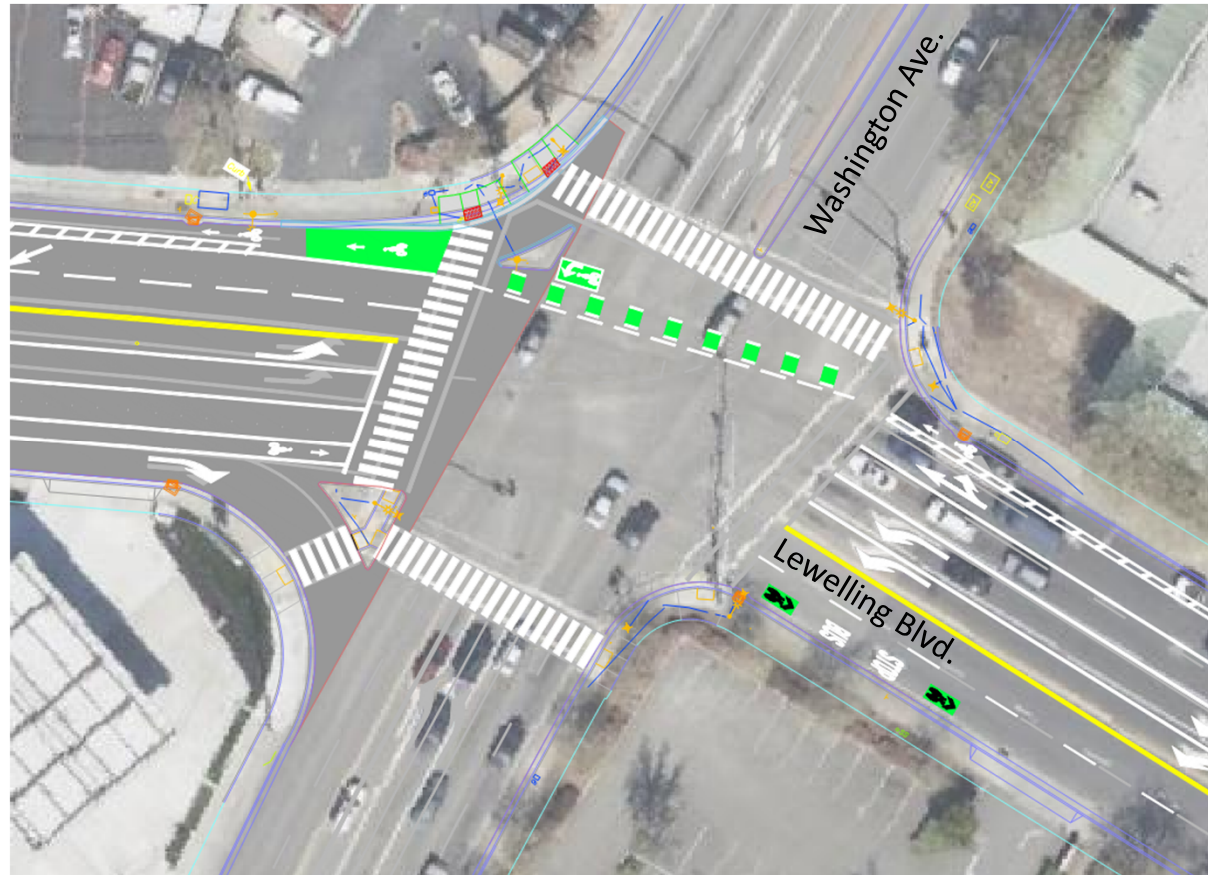


Concept: Eastbound at Sedgeman St

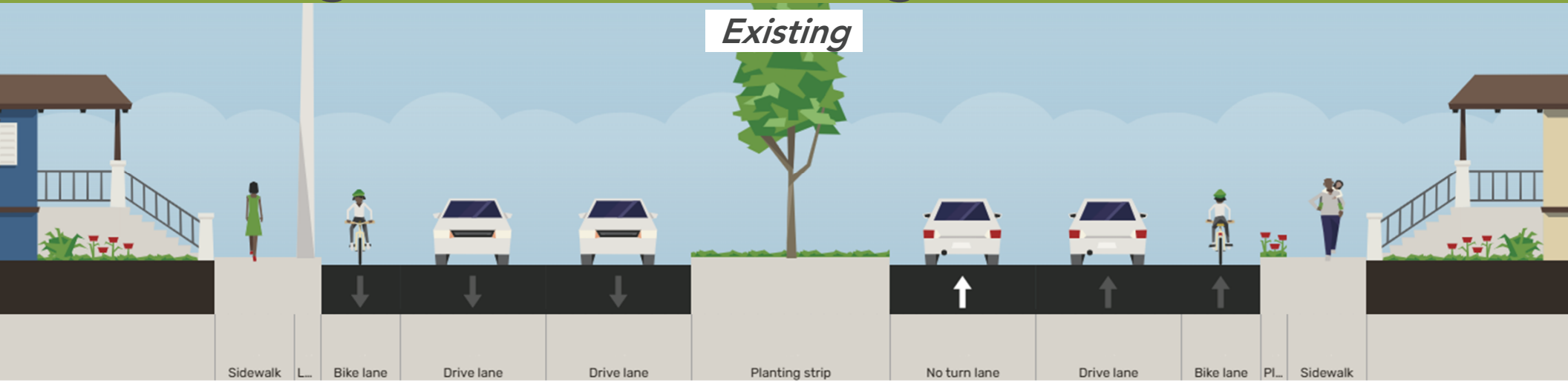


Bicycle & Pedestrian Advisory Committee, April 21, 2026

Concept: Washington Avenue Intersection



Lewelling Blvd (Wicks to Sedgeman) Cross Section



Concept: Eastbound at Calgary St



Level of Service

Level of Service (LOS)

- Measures the delay of vehicles through the intersection
- Represented by a grading system with A meaning little or no delay and going to F meaning stop and go traffic
- General Plan Policy acceptable LOS is D

Standard	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
	A	≤10 sec	D	> 35-55 sec
	B	> 10-20 sec	E	> 55-80 sec
	C	> 20-35 sec	F	≥ 80 sec

← Acceptable limit

Traffic Study Results

Findings and Recommendations

- Level of Service (LOS) at intersections stays within acceptable range
- Update signal timing to separate phases for drivers and pedestrians/bicyclists

Intersection	Peak Hour	Existing ²		Existing Plus Project Conditions ²	
		Delay ¹	LOS	Delay ¹	LOS
Lewelling Boulevard/Wicks Boulevard	AM	14	B	31	C
	PM	14	B	27	C
Lewelling Boulevard/Farnsworth Street	AM	12	B	43	D
	PM	7	A	23	C
Lewelling Boulevard/Washington Avenue	AM	38	D	45	D
	PM	33	C	37	D

Budget Analysis



Project Cost

• Design Cost:	\$675,000
• Construction Cost:	<u>\$5,825,100</u>
Total Project Costs:	\$6,500,100

Available Funding

• Local Funds:	\$1,194,000
• Capital Reserve/Grant Funds*:	\$1,239,957
• ACTC Grant:	\$2,207,000
• HIP Grant (Construction only):	<u>\$1,859,000</u>
Total Funding:	\$6,500,100

*While capital reserves have been designated to fund the project, staff continues to actively seek grant funding opportunities and perform value engineering to offset the use of capital reserves.

Bike Way Separators Considered

Flexible Posts with Armadillos

\$140,000



Concrete Bumpers with K-71 Bollards

\$210,000



Tack-On Curb with Flexible Posts

\$890,000



Planted and Stamped Concrete Medians

\$3,400,000



Project Schedule and Next Steps

Facilities & Transportation Committee meeting
April 9, 2026

Bicycle & Pedestrian Advisory Commission Meeting
April 21, 2026

Value Engineering & Design Development
March – October 2026

Final Design
End of 2026

Pre-Design

Design

Bid & Award

Start Construction



Q&A

