

Form Name: Participatory Budgeting Proposal Form
Submission Time: March 19, 2023 2:20 pm
Browser: Safari 16.3 / OS X
IP Address: 73.93.173.71
Unique ID: 1081282816
Location: 38.1025, -122.2132

Project Title Greater Extramobility for Everybody - 2nd Stage

Total Budget Requested 300,000

Name- Full names of all the delegates from your committee that worked on the proposal Savanna Snow

Name- Full names of all the delegates from your committee that worked on the proposal David Belef

Email- One e-mail address for the PB staff to send a confirmation that the proposal was received savannasnow@gmail.com

Type of Project- (choose one) Capital Infrastructure and/or Durable

Detailed project description (Be specific and use as much space as you need.) The GEE project seeks to create a continuous and safe corridor for alternative forms of mobility between two major transportation hubs in Vallejo. This corridor would join the Sol-Trans Curtola Park & Ride station with the Vallejo Ferry Terminal as well as safe access to the Mare Island Causeway and Mare Island. Currently this area between the intersections of Lemon and Curtola and the Causeway and Wilson Ave do not have a clearly defined or protected lane for all transportation and have been identified as a dangerous zone for pedestrians, with fatalities occurring in this area between cars and pedestrians. The GEE plan seeks to mitigate traffic accidents between the public and automobiles and provide a safe, identifiable route for the community to utilize for bicycles, motorized wheelchairs, scooters and other alternatives to cars.

Please refer to our attached PDF documents for detailed information + budget breakdown:

1. PB8_GEE_PROPOSAL
 2. GEE_ROUTE_PROPOSAL
-

Why is this project needed? (1-2 paragraphs)

The City of Vallejo has excellent, green alternatives to single car driving that are affordable and provide transportation to anyone of any ability. But getting to these hubs is difficult, dangerous and not clearly defined. Our proposed project would create a safe and accessible way to connect up multiple locations as well as destinations beyond our city. The area identified by our project is a relatively short stretch, but one that is heavily utilized by the public. If completed this would in essence complete an exiting chain, that was missing a .5 mile link.

Currently Caltrans will complete a SHOPP funded project on Sonoma Blvd., that will deliver bike lanes all the way through Vallejo, our GEE corridor would provide access from the Ferry Terminal and downtown parking to these future lanes. Additionally we have learned that the General Plan calls for Curtola Parkway to be a Transit Priority street to Sonoma. 5th Street and Mare Island Way are Bicycle Priority streets. The Solano County Active Transportation Plan, shows bike facilities (Class I, II or IV) on Curtola and Mare Island Way, also on Solano Ave. and Sonoma Blvd.

How will the project address or solve this need and/or problem? (1-2 paragraphs)

Our proposed route map, is a dedicated and protected route from the Ferry Terminal at Wilson ave to the Sol-Trans Curtola Park & Ride station. This GEE area could include an in-street bike facility (likely class 2) with potential room for a buffer. As part of the construction of the GEE lane, a focus on existing lighting or lack of, surface quality of the road, esthetic components and other details will be considered.

It is important to note that, Mare Island Way is already considered a Bicycle Priority street. The Solano County Active Transportation Plan, shows bike facilities (Class I, II or IV) on Curtola and Mare Island Way, also on Solano Ave. and Sonoma Blvd. Additionally, Caltrans will be completing a SHOPP funded project on Sonoma Blvd., that will deliver bike lanes all the way through Vallejo, the GEE corridor would provide access from the Ferry Terminal and downtown parking to these future lanes.

Describe in detail how residents, visitors, groups, communities, geographic areas, or the City of Vallejo will benefit from this project. (1-2 paragraphs)

This project would benefit anyone of any mobility, providing a safe corridor to access public transportation to other locations like San Francisco, Mare Island and Downtown Vallejo. As well as connectivity to the bicycle corridor through Benicia to Martinez and beyond. Local businesses would benefit directly, as they could now be destinations to more of the population. The GEE project would directly benefit residents of moderate to low income, who often cannot afford to maintain or even purchase an automobile. These residents can afford a bicycle or personal assistive (or human powered) mobility device. Also many lower income residents rely on Vallejo's public transportation, our project would increase ridership by connecting more passengers to these terminals. Demographically our project would benefit any race or gender and citizens ages 15-75 that are capable of any type of mobility, differently abled, less athletic, athletic and very athletic. With the recent addition to our society of assistive technology, now almost anyone can ride a bicycle, scooter, skateboard, Segway, motorized wheelchair to get to their necessary destination. We hope to make our city a safe and easy to traverse location for all.

Describe the potential challenges and/or obstacles for this project (1-2 paragraphs)

Besides obtaining funding, we see very few challenges, as this project is to be implemented by the city of Vallejo's Public Works division. Obtaining materials, permitting and staff would already be part of existing infrastructure, and the work would be completed by professionals following all OSHA safety protocols. Our budget was provided by Mark Helmbrecht - Transportation Program Superintendent, Vallejo Public Works. The timeline for our project would need an in-depth discussion with all related agencies, once we have secured the funding.

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Who will implement the project? (Identify all that apply)

The City of Vallejo

Where will the project be implemented?

The City of Vallejo

Budget- Upload an itemized budget for the entire project that has line items accounting for the entire amount of PB funding requested. You should develop a spreadsheet or table on Microsoft Word or Excel. Work with City staff to make sure you have a complete, full-cost budget! Make sure you upload documentation that supports your budget request, including:

- At least one (1) complete bid from a licensed contractor for any work that requires skilled labor, building, construction, or professional installation.
- Copies of vendor quotes, official estimates, or online retailers for any durable, equipment, material or product purchases.
- Letter(s) from implementing partners agreeing to absorb any soft costs not covered by PB

<https://www.formstack.com/admin/download/file/14352873194>

Describe the project timeline/schedule . You may also attach a detailed timeline schedule as a separate document if already prepared.

<https://www.formstack.com/admin/download/file/14352873195>

Document upload

<https://www.formstack.com/admin/download/file/14352873196>

Greater Extramobility for Everybody - 2nd Stage

NAME- Full names of all the delegates:

Savanna Eli
Dave Belef

EMAIL- One e-mail address for the PB staff to send a confirmation

savannasnow@gmail.com

PROJECT TYPE:

Capital Infrastructure

WHO WILL IMPLEMENT THE PROJECT:

City of Vallejo - Capital Projects

ORIGINAL PROJECT DESCRIPTION:

The GEE project seeks to create a continuous and safe corridor for alternative forms of mobility between two major transportation hubs in Vallejo. This corridor would join the Sol-Trans Curtola Park & Ride station with the Vallejo Ferry Terminal as well as safe access to the Mare Island Causeway and Mare Island. Currently this area between the intersections of Lemon and Curtola and the Causeway and Wilson Ave do not have a clearly defined or protected lane for all transportation and have been identified as a dangerous zone for pedestrians, with fatalities occurring in this area between cars and pedestrians. The GEE plan seeks to mitigate traffic accidents between the public and automobiles and provide a safe, identifiable route for the community to utilize for bicycles, motorized wheelchairs, scooters and other alternatives to cars.

SECOND STAGE - FOCUSED / TARGET AREA:

The proposed GEE corridor would start on one end from the Mare Island Ferry Terminal and complete at the other end at Sonoma Blvd., at Mare Island Way / Curtola Parkway intersection. The GEE could potentially include an in-street bike facility (likely class 2, perhaps with room for a buffer).

NEED: Describe how and why the project addresses an unmet need, void, or lack of resources in the community.

The City of Vallejo has excellent, green alternatives to single car driving that are affordable and provide transportation to anyone of any ability. But getting to these hubs is difficult, dangerous and not clearly defined. Our proposed project would create a safe and accessible way to connect up multiple locations as well as destinations beyond our city. The area identified by our project is a relatively short stretch, but one that is heavily utilized by the public. If completed this would in essence complete an exiting chain, that was missing a .5 mile link.

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BENEFIT- Identify the direct (if possible, specific demographic groups, schools, etc.) and indirect beneficiaries and how residents, program participants or the City of Vallejo will benefit. *

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PROPOSED BUDGET:

1. Engineering Plans, Specs, and Estimate (PS&E) - \$50,000
2. Contractor Mobilization and Precon Items - \$40,000
3. Remove existing striping - \$10,000
4. Pavement Slurry seal - \$100,000
5. Restripe the street (Thermo) adding buffered bike lanes - \$80,000
6. Adjust signals/signs and new signs - \$15,000
7. Construction Management/inspection - \$5,000

Total project cost \$300,000 to be completed by Vallejo Public Works

GREATER EXTRAMOBILITY FOR EVERYBODY

CITY OF VALLEJO PB CYCLE 8



WE CAN ACHIEVE

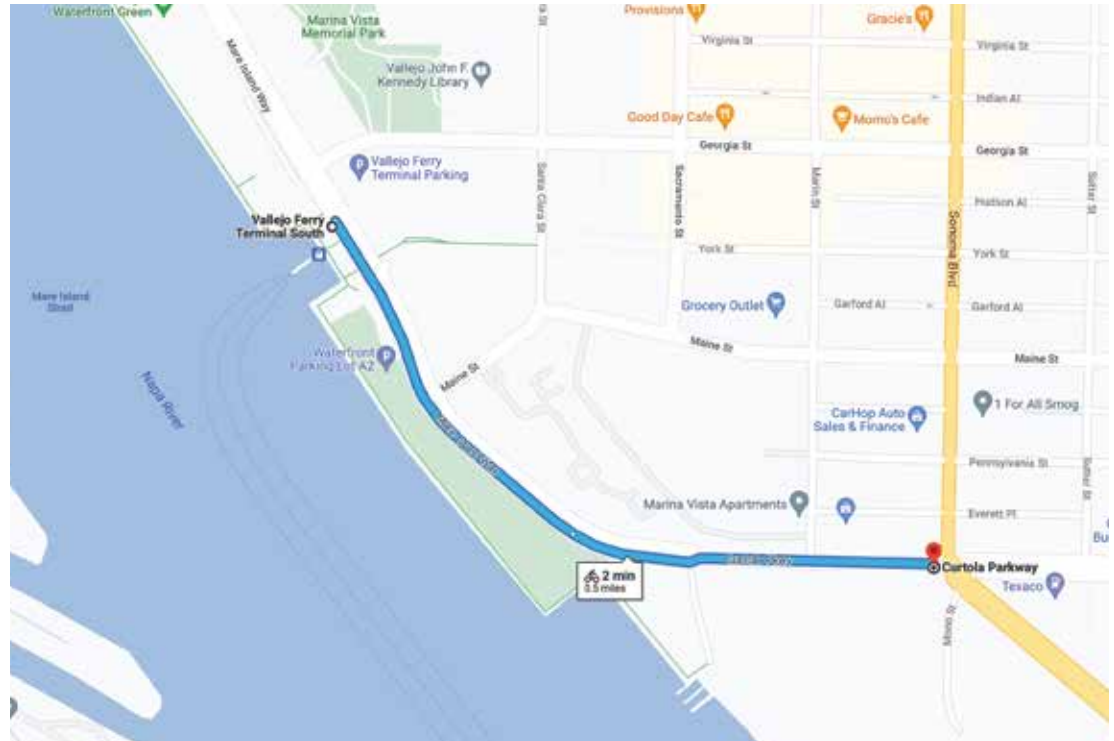
Vallejo is a vibrant city with fantastic existing public transportation, this provides our community to access to San Francisco, Contra Costa county and beyond. But the ability for everyone to get to these hubs is often dangerous and unprotected from automobile traffic. What we are proposing is a way to calm traffic in a segment that would join our existing waterfront areas from the Sol-Trans Curtola Park & Ride station, Ferry Terminal and Mare Island. Utilizing a complete streets approach to this area, we would mitigate the danger posed to individuals who currently access, or would want to access these areas via alternative forms of transportation. The GEE program would connect existing bicycle lanes, define a new lane as well as add supportive elements to protect this area for greater safety, flexibility, and even aesthetic character. Working directly with Vallejo Public Works as a Capital Project GEE will add value to our city by connecting the downtown area to micromobility, and anyone of any ability.



ROUTE MAP

Our proposed route map, is a dedicated and protected route from the Ferry Terminal at Wilson ave to the Sol-Trans Curtola Park & Ride station. This GEE area could include an in-street bike facility (likely class 2) with potential room for a buffer. As part of the construction of the GEE lane, a focus on existing lighting or lack of, surface quality of the road, esthetic components and other details will be considered.

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SAFETY ISSUES

This is a busy area for commuters - with constant automobile traffic, often traveling at unsafe speeds. There have been a number of vehicle accidents and fatalities involving pedestrians in the area surrounding the Mare Island Ferry Terminal, and the parking garage. The GEE plan offers a complete streets approach to this area, with traffic calming as well as some type of visual protection for those using alternative means of mobility. The GEE project could include a bike lane separated with permanent delineators and /or a raised crosswalk to slow traffic and make this crossing area safer for pedestrians. A review the lighting in the area will be conducted to asses potential safety improvements for night and low light situations as well.



MULTI-USE AREAS

The Mare Island Ferry terminal drop off is currently located within the bicycle lane, this is dangerous to individuals riding through this area, with cars pulling in across the bicycle lane and passengers exiting vehicles into oncoming automobile traffic. On the northbound side there is a Sol Trans bus stop, used heavily by commuters during the week, for sports events in S.F., and during City of Vallejo events like Waterfront Weekend. We need to make this area clearly defined for everyone who is using it. Bright green mobility lanes, signage and deliniators can separate vehicles and help everyone get to where they need to go without confusion.

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GREATER EXTRAMOBILITY FOR EVERYBODY

THANK YOU FOR YOUR CONSIDERATION

