

Form Name: Participatory Budgeting Proposal Form  
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**Project Title** Slower Streets for Safety: 5th Street "Slow Street" / "Bike-Pedestrian Boulevard"

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**Total Budget Requested** \$300,000.

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

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

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

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

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**Detailed project description (Be specific and use as much space as you need.)** Slower Streets for Safety:

5th Street "Slow Street" / "Bike-Pedestrian Boulevard"

With the intent to upgrade our streets and provide calmer traffic flow, safer pedestrian and bicycle routes and connections, and improve the overall quality of life in Vallejo one neighborhood at a time (due to budget constraints) this project proposes to concentrate on an important corridor in South Vallejo.

With a consensus of 67% of affected 5th st. residents, the city of Vallejo will install access limiting measures at four intersections along the entirety of 5th st.

In the event that a 67% majority do not agree, {barring a 67% majority,} the city will install non traffic blocking measures such as traffic circles (roundabouts), signage, "tight turns", possibly

speed humps, or other "road diet" measures, and other markings such as sharrows allowed by state traffic engineering practices.

Solutions may include planters, bollards, delineators, intersection signage, roundabout curbing, and others. Guidance may come from various professional and governmental organizations such as:

Traffic Research and Education Center

USDOT-FHA Bikeway Selection Guide

AASHTO Bike Guide

FHWA's report on Bicycle Network Planning and Facility Design

Approaches in the Netherlands and the United States

Design Manual for Bicycle Traffic (CROW Manual)

NACTO Slow Streets Guide

Specifics to be worked out with engineers et al:

We recommend:

Barriers that will allow a high clearance vehicle such as fire and garbage trucks through, at 5th/Maritime Academy -preventing northbound access to 5th (except bikes/peds), but allowing southbound vehicles to make a right turn only onto Maritime Academy. (Currently cars/trucks etc exit Southbound Highway 80 and speed excessively down and right onto 5th street. Vehicles already on 5th will be able to exit onto Maritime and subsequently, Sonoma Blvd either north or southbound.. )

2. Vehicle Barricades also at: Magazine street, Lemon st., Solano ave (businesses will access from Bennet ave),

3. stop signs for all cross streets along 5th .

If saying "no" to stops signs for Lemon or Magazine street traffic, then at the least, reduce speed to 15 mph on Lemon from just east of Sonoma to

500 feet east of 5th. This can be justified due to the line of sight issues, the expected increase in bicycle/ped cross traffic and the fact that there is a children's playground at the park.

Also yield signs for Lemon/magazine and other cross streets should be considered.

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

Vallejo is over-run by reckless and dangerous driving and seriously lacks safe routes for pedestrians and bicyclist alike to get to/from school, work, shopping, parks and simply to recreate. Neighborhoods that are being over-run by sideshows, speeding, and other reckless driving are making it next to impossible for children, elderly and just the average person to safely traverse our city. We have a plan for safer/better transportation but unfortunately not the funds to implement it. This project will make a serious dent in the problem and will set in motion a wave of continued neighborhood improvements.

Reduction of VMT (Vehicle Miles Traveled) is a stated goal of Vallejo and is mandated in some situations. By improving routes for safe bicycle and pedestrian, we will be actively pursuing these goals. 5th street is perfectly suited to this end with connections to other routes and city improvements. Some of these are the Bay Trail (1 block away), the Carquinez Bluffs Trail connector (under Construction), Lake Dalwigk improvements (grant money already earmarked), Solano ave Bike improvements (in planning) and more.

Vallejo's General Plan 2040, Solano ATP, zoning maps Economic Development plans all support these improvements as necessary. Unfortunately, although the need is well documented and acknowledged, Vallejo simply does not have enough funds in the budget to fully realize our goals. PB is a way forward.

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

With strategically placed infrastructure we will improve walking, bicycling and "calm" our streets while simultaneously improving home values. A network of limited access intersections utilizing aesthetically pleasing planters, artwork and other traffic delineators/barriers will allow emergency vehicles through access while impeding the vehicles of sideshow participants and excessive traffic zooming through our city. This work would naturally entail some street repairs in the locations chosen for this project.

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

See above comments!  
This project will first make a positive impact to the surrounding neighborhoods of implementation but will also filter to the entirety of Vallejo and all users of our streets.

Reckless driving (side shows, speeding etc) will be greatly reduced. Peace of mind for parents and hesitant cyclists/pedestrians knowing that there will be increased protection from vehicles is another benefit. Improved quality of life for local residents, likely improved property values (data supports this), safer streets, increased status amongst visitors and travelers through and to our city, are a few more.

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**Describe the potential challenges and/or obstacles for this project (1-2 paragraphs)** To fully realize our goal of the "ultimate slow street" we will need to garner the support of 67% of the residents. It is possible that we will not succeed in gaining this support so the back-up plan is to implement a smaller scale design that will not inhibit vehicle access to the degree that would otherwise be most effective. Either design will still be a vast improvement over current conditions.

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**Who will implement the project? (Identify all that apply)** The City of Vallejo

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**Where will the project be implemented?** The City of Vallejo

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**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

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**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/14354429198>

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**Document upload** <https://www.formstack.com/admin/download/file/14354429199>

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## **Budget Slower Streets for Safety -PB project cycle 8 Budget:**

5th Street “Slow Street” / “Bike-Pedestrian Boulevard”

### **Budget :**

5th street PB Cycle 8 “Slow Streets” Project Budget :

1. Engineering Plans, Specs, and Estimate (PS&E) - \$50,000
2. Contractor Mobilization and Precon Items - \$40,000
3. Place traffic delineators/blocks/planters at 4 intersections - \$10,000
4. Pavement Slurry seal - \$179,000
5. Add 20 pavement markings (Sharrows) on the street - \$6,000
6. Adjust signs and new signs (20) - \$10,000
7. Construction Management/inspection - \$5,000

Total project cost \$300,000