American Canyon SR29 Corridor Improvement Project
Community Workshop
Wednesday April 30th, 2025 | 5:30pm – 7:30pm
American Canyon City Hall

Introduction

On Wednesday, April 30th, Napa Valley Transportation Authority and the City of American Canyon held their first community workshop for the American Canyon SR29 Corridor Improvement Project. The event took place from 5:30 to 7:30 p.m. at American Canyon City Hall. 65 community members participated in the workshop.

Background

The SR29 Corridor Improvement Project in American Canyon collaborates with the Napa Valley Transportation Authority (NVTA), the City of American Canyon, and Caltrans. It evaluates two options to enhance the corridor which include but not limited to: upgraded transit stops, roundabouts, transit signal priority, improved bike and pedestrian paths, burying overhead utility lines, adding curb ramps, and landscaping. Its goals are to improve mobility and safety for all users through Vision Zero strategies, remove utility poles, enhance visual appeal, and promote alternative transportation modes. Additionally, the project aims to improve access to businesses along SR 29 and ensure accessibility for all transportation methods.

Grant Bailey of NVTA presenting to community members at the workshop

Workshop Purpose and Objectives

The workshop was held to introduce the project to the community, outline the proposed improvements, and gather initial feedback from the public, particularly from individuals who frequently travel, live, or commute along SR29.

The meeting objectives include:

- Start the public outreach effort to raise awareness about the SR29 Corridor Improvement, including its background, objectives, scope, timeline, and funding opportunities.
- Engage various stakeholders and community members in discussions to gather valuable insights on possible enhancements to State Route 29.
- Request and gather community feedback regarding the proposed conceptual designs and multimodal road upgrades.

Workshop Format

The workshop was held in a multipurpose room at American Canyon City Hall. It began with a presentation by the project team, followed by an open house format for the remainder of the event. Community members were invited to explore informative board exhibits about the project and its alternatives, allowing them to provide feedback to the team. An interactive board was also set up, encouraging participants to share their thoughts on traveling along SR29 using various modes such as walking, biking, and public transit. Additionally, comment cards were provided for community members to give their feedback on the proposed alternatives and any other insights they might have regarding the project.

Project.Team.Explaining.Alternatives

<u>Board Exhibits</u>

The following presents an overview of the exhibits displayed on the board. Complete versions of the board are in Appendix A.

Exhibit #1: Caltrans Project Development Timeline

The exhibit outlines the timeline for improving State Route 29 in American Canyon. Basic planning will begin in 2023, and detailed plans and environmental studies will be developed to finish by 2026. Next, construction blueprints will be created and improvements built, contingent on funding. Residents and businesses can provide input, and necessary land rights will be acquired.

Exhibit #2: Corridor-Wide Proposed Improvements

The exhibit outlines improvements for State Route 29 in American Canyon, aiming to reorganize lanes for better flow, add bike and pedestrian paths, relocate bus stops, move utility lines underground, introduce landscaping, and make street crossings safer with shorter distances and waiting islands. It reduces business driveways to enhance traffic flow and safety.

Exhibit #3 Alternative 1 (Signalized) and Alternative 2 (Roundabouts)
The exhibit depicts two traffic management options for State Route 29 in American Canyon. Alternative 1 retains traditional traffic signals at intersections, upgrading some and adding new ones at busy locations. Alternative 2 replaces many signals with roundabouts, allowing continuous traffic flow without full stops. Both alternatives cover the same stretch of Highway 29 but utilize different intersection control methods to manage traffic at street intersections.

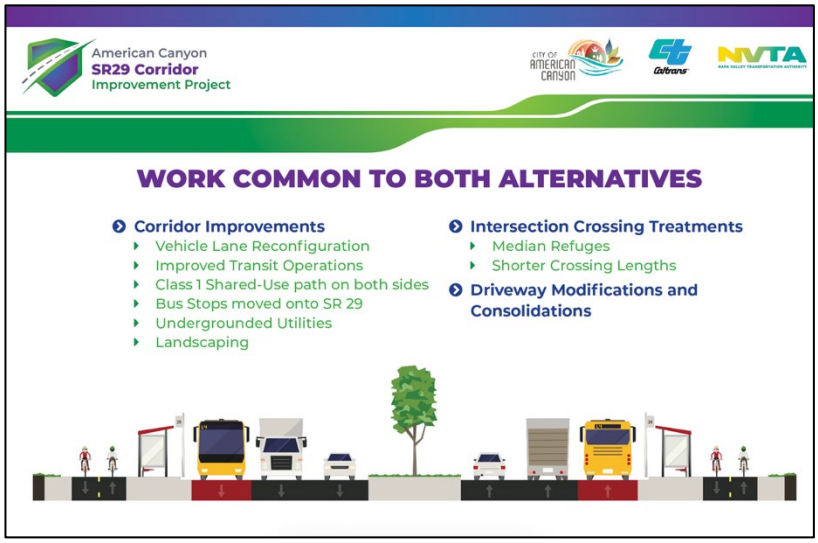


Exhibit.–8

Exhibit #4 Pedestrian Crossing Treatments at Roundabouts
The exhibit presents four distinct methods to enhance pedestrian safety at roundabouts. These methods consist of raised crosswalks resembling speed bumps, crosswalks equipped with bright flashing lights to alert drivers, dedicated traffic signals for pedestrians, and standard traffic lights. Each strategy aims to ensure drivers notice and yield to individuals seeking to cross these bustling circular intersections.

Exhibit #5 Donaldson Way Intersection Design Comparison
The exhibit presents two design options for the Donaldson Way intersection with Highway 29. Both options include tranit priority lanes, bike and walking paths, and safer crosswalks with refuge areas. The main difference is that Alternative 1 retains traffic lights, while Alternative 2 replaces them with a roundabout, allowing continuous vehicle flow at intersections.

Exhibit #6 Interactive Feedback Board
This exhibit featured a public feedback board inviting community members to share their experiences with SR29. Participants could place dots on scales to indicate their feelings of safety and the ease of traveling by walking, biking, driving, or using public transit. Additionally, there was a space for community members to write comments about how they currently use SR29 daily.

Presentation

The complete version of the presentation can be found in Appendix B.

The American Canyon SR29 Corridor Improvement Project workshop, led by Grant Bailey of NVTA, outlined challenges facing this corridor, such as inadequate pedestrian and cyclist infrastructure, concerning collision statistics, limited public transit options, heavy traffic, difficult access to the "Main Street" area, and unattractive aesthetics due to overhead utility wires. The project aims to address these issues by improving operations for all transport modes, implementing Vision Zero strategies, enhancing public transit, supporting American Canyon's priority development area, improving traffic circulation, and beautifying the corridor.

NVTA.Team.presenting.to.community.members

Parag Mehta, Project Manager for Kimley-Horn team, discussed the project's scope from American Canyon Road to Napa Junction Road and the Caltrans process timeline. The current PA&ED phase includes traffic analysis, environmental studies, preliminary engineering, right-of-way assessment, utility coordination, conceptual designs, and community engagement, expected to conclude by December 2026, with future phases dependent on funding.
Two alternatives were presented: Alternative 1 (Signalized) upgrades existing traffic signals, while Alternative 2 (Roundabouts) replaces most signals with roundabouts, keeping one at the eastern boundary. Both share improvements: reconfigured lanes for better flow, dedicated transit priority lanes, Class 1 shared-use paths, relocated bus stops on SR29, underground utilities, added landscaping, safer pedestrian crossings, and modified driveways for safety and flow.

Sean Houck, Roundabout Design Lead for Kimley-Horn, explained roundabout benefits, focusing on yield signs at entry points, traffic deflection for one-way flow, and designs that reduce speeds. Safety advantages include yielding vehicles avoiding collisions and left turns. He discussed four pedestrian crossing treatments for multi-lane roundabouts: raised crosswalks, rapid beacons, hybrid beacons, and signal crossings. Local roundabouts in the area were showcased as successful examples.

Community Feedback

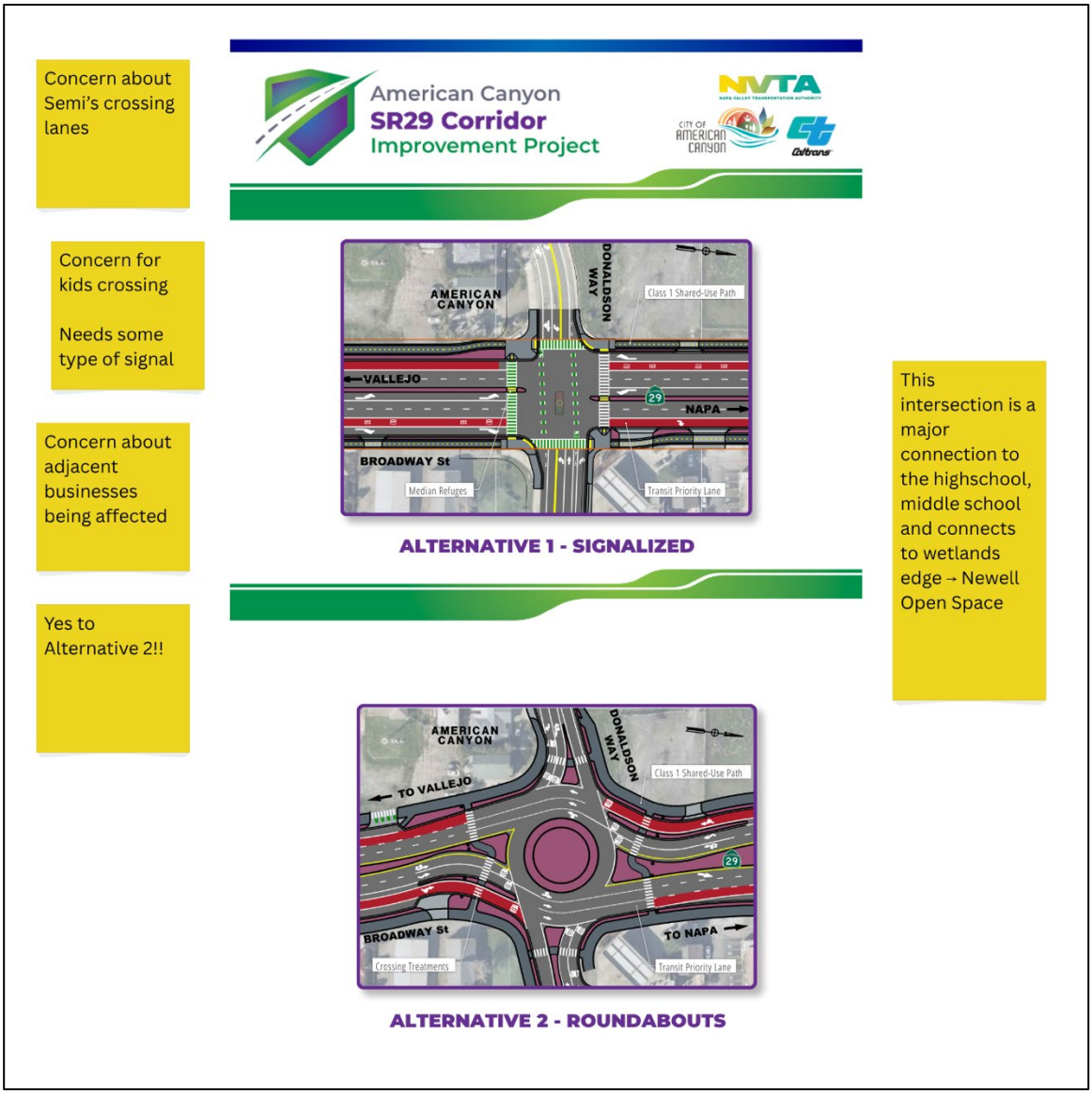
Interactive Exhibit #1: Crossing Treatments At Multi-Lane Roundabouts

Comments (from top left to right)

- *Roundabouts make me happy! Around, around the merry-go-round!*
- *Roundabouts, please, no to traffic lights!*
- *No double roundabouts*
- *Save fuel when not having to stop and start every ¼ of a mile*
- *Pedestrian Safety. Break-up points.*

- *Prefer high pedestrian crossing safety at Donaldson and American Canyon Road due to the school crossing.*

Interactive Exhibit #2: Alternative 1 – Signalized & Alternative 2 – Roundabouts

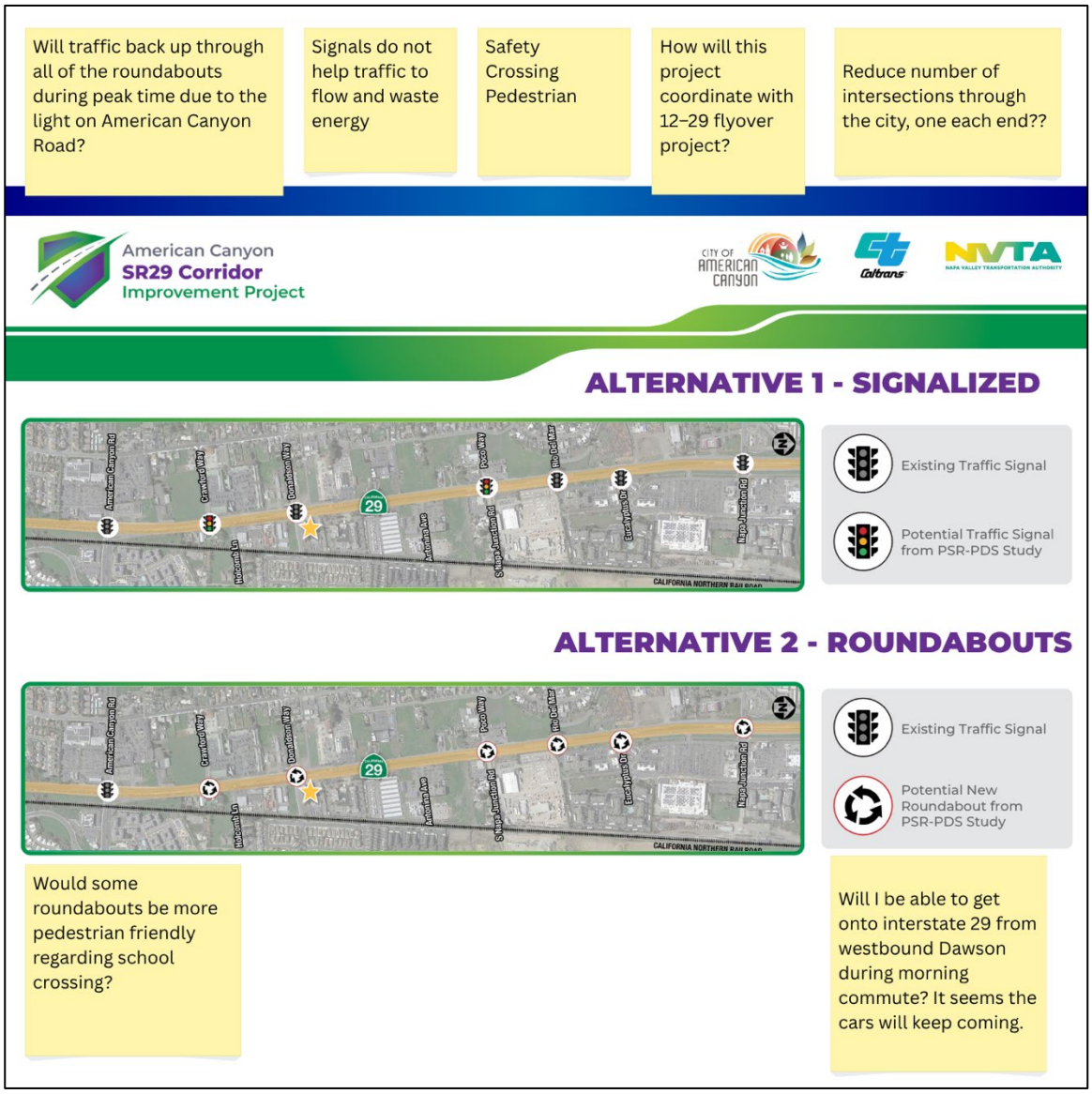


Comments (from top left to right)

- *Concern about Semi's crossing lanes*
- *Concern for kids crossing. Needs some type of signal*
- *Concern about adjacent businesses being affected*
- *Yes to Alternative 2!!*

- *This intersection is a major connection to the high school and middle school and connects to Wetlands Edge → Newell Open Space.*

Interactive Exhibit #3: Alternative 1 – Signalized & Alternative 2 – Roundabouts

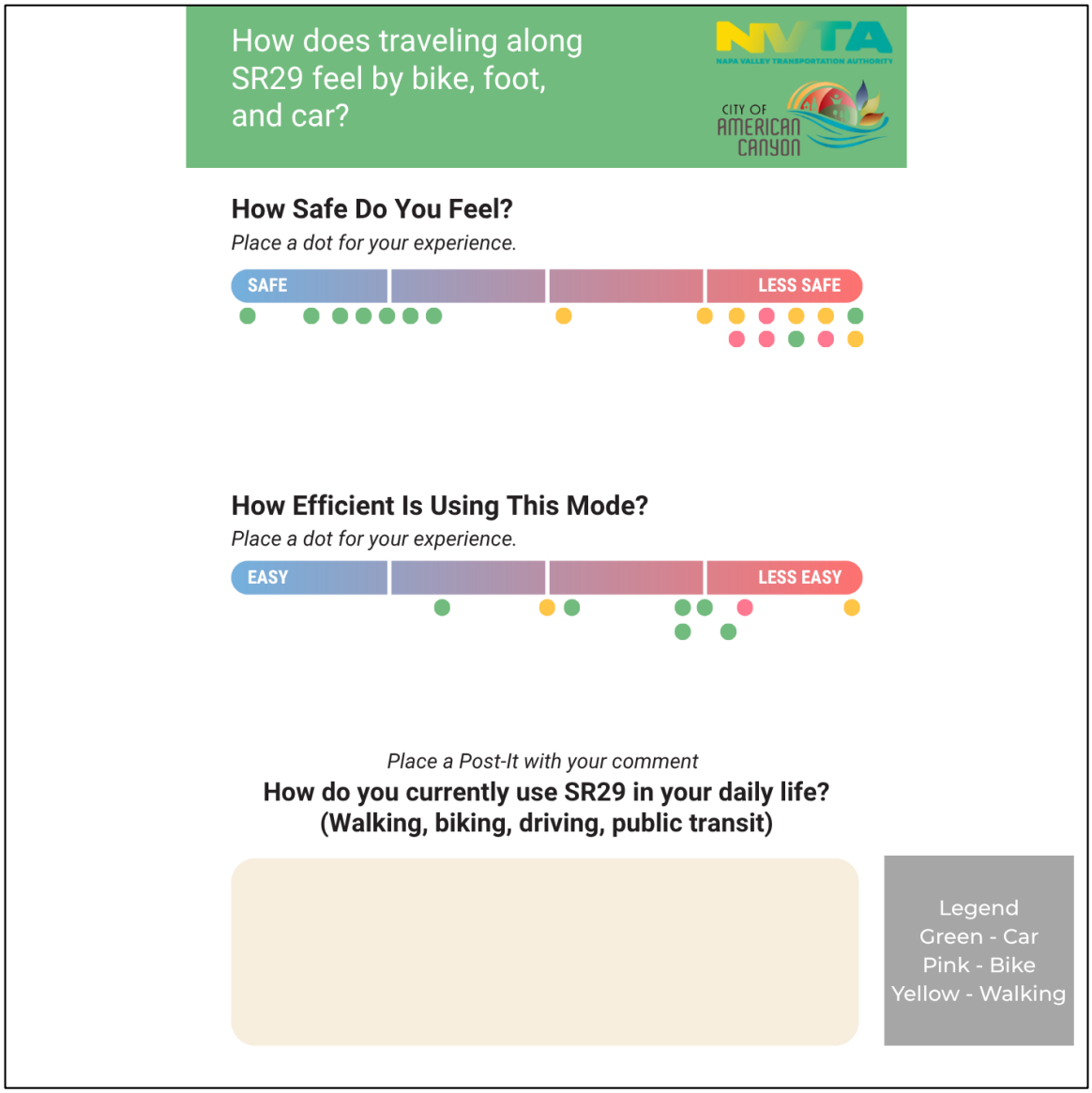


Comments (Clockwise)

- *Will traffic back up through all the roundabouts during peak time due to the light on American Canyon Road?*
- *Signals do not help traffic flow and waste energy*
- *Safety Crossing Pedestrian*
- *How will this project coordinate with the 12-29 flyover project?*

- *Reduce the number of intersections through the city, one at each end??*
- *Would some roundabouts be more pedestrian-friendly regarding school crossings?*
- *Will I be able to get onto Interstate 29 from westbound Donaldson Way during the morning*
- *commute? It seems the cars will keep coming.*

Interactive Exhibit #4: Interactive Board



Findings:

The feedback board reveals community perceptions of SR29, using color-coded dots for cars (green), bikes (pink), and walking (yellow). In terms of safety, a clear difference appears: 8 car users (green dots) mostly feel safe, while 5 cyclists (pink dots) and 8 pedestrians (yellow dots)

often report feeling "Less Safe" along the corridor. The efficiency assessment shows similar issues across all modes: 6 car users, 1 cyclist, and 2 pedestrians rate efficiency as moderate, while 3 car users, 1 cyclist, and 1 pedestrian find the corridor "Less Easy" to navigate. No one rated efficiency as "Easy," indicating universally recognized challenges. The lower section invites more written feedback on how residents currently use SR29, but no comments are visible in this image. This quantitative feedback suggests that while drivers feel safe on SR29, non-motorized users experience significant safety and efficiency problems, justifying the proposed multimodal enhancements in the corridor project.

Comment Cards

- *I like the idea of the sidewalks/pathways for pedestrian and bus access. I am unsure about a roundabout at Donaldson Way due to the impact on businesses, heavy pedestrian crossings for the schools, and access to the fire department.*
- *I'm concerned about emergency vehicles navigating roundabouts. How many did you want to put in? American Canyon Donaldson? Underground is PG&E. Shorter area with rest for pedestrian crossing time to cross?*
- *Roundabouts appear to be the best option with bicycle provisions, pedestrian crossings, and bike lanes. I look forward to the planning/development process. I also appreciate attention to the landscaping component.*
- *If this ever gets going, how will we get north or south during the construction? Roundabouts are better than stoplights!!!*
- *Yes, to raised crosswalks, hybrid roundabouts, and signal options. I would love pedestrian overcrossings! They would be beautiful and make a statement, with a wow factor. Gateway Napa Valley!*
- *Thank you for inviting us to the meeting. It's a big project with a lot of stakeholders. We look forward to smoother traffic flow. I moved to Napa in 1991 and to American Canyon in 2002.*
- *North-South Hwy 29 traffic backs up to the 24th stoplight at Highway 29 + American Canyon Road, which will most likely clog the traffic circles. How will the plan address those build-ups? Multi-lane traffic circles are more challenging to move around when not traveling North/ South or South/North on 29. I am experienced driving in various conditions. Traffic circles or that was? At first, the right lane was an exit-only lane that allowed the island's inner lanes to move through or around the circle.*
- *I have a concern about the roundabout for Donaldson Way. It has a heavy commuting cross-section for the high school and middle school. This intersection should be pedestrian-driven. Has the school district been contacted for feedback? This would be a good start to gather information for children crossing 29.*
- *I like roundabouts. They're good for a flow of traffic, but please make them pedestrian-centric, especially at Donaldson Way, so children can cross from the school. Thank you.*
- *I think roundabouts are helpful. However, my concern is with the number of them and their location. Watson Ranch Development traffic uses Donaldson Way to access 29 towards*

Napa. As evident from the roundabout in Napa, traffic in the north and south does not yield to East and west. This is what I would expect from a roundabout on Donaldson Way.

- *I love the roundabouts concept! However, a few concerns are: 1. crossing @Donaldsen - lots of kids cross here because of high school and middle school. Also, this connects a few trails and bike paths (vine trail, bag trail, ridge trail). 2. How will this project be timed with the 29/12 flyover? Please make sure the traffic assessment considers this 3. Will side streets be able to get to 29 North during the peak AM commute? For example, from Donaldson Westbound to Makins a right onto 29 northbound 4. during peak traffic hours, the light at AC road / 29 will impact the roundabouts.*
- *Is there an alternative #3? Where are traffic signals and roundabouts connections used in this 2-mile corridor?*
- *I'm concerned about pedestrians crossing Route 29. Is there consideration for an elevated walking or passing over Route 29, especially at three major intersections (NAPA Junction, Donaldson Way, and American Canyon Rd Roundabout crosswalks could work, but one to three pedestrian bridges might be a better solution.*
- *Roundabouts seem like they could help improve traffic flow. I would like to see safety studies done on pedestrians and cyclists' safety on the road and at roundabouts. Kids and teens have to cross the 29 for school at 29 + American Canyon, and it is terrifying as a parent to watch. Enhanced safety at these crossings would be good; a pedestrian bridge would be ideal.*
- *The roundabouts seem like a great solution for many of the American Canyon intersections. I would like to see the congestion at SR-29 and from the middle to the high school every day. For landscaping and beautification, please focus on using native plants so we can maintain this region's biodiverse ecosystem. Thanks for doing early outreach.*
- *Please keep East-West pedestrians and bicycle crossing safety in mind; overcrossing may be the best solution.*
- *Bring on the roundabout! Please take some of the roundabout "nay-sayers" with a grain of salt - most are older residents with no experience with this. + Some have a fear of the unknown. Please elevate the ped/bike crossing at the intersection @ Donaldson Way and Az Rd for the school crossing during school hours. Not many kids cross on bikes/peds, but some do. While I wish we had better public transit options + it seems like this project will include better public transit. I am in a position where I drive to work daily as a home health care provider. So I have to drive.*
- *I look forward to better traffic flow for all the roundabout brings.*
- *I'm concerned about emergency vehicles navigating the roundabout.*
- *How will it look? I believe the aesthetics along 29 are very important, and I would like to see art installations in the middle of the traffic circle that do not impede driving visuals.*
- *I am fond of the Gateway Arch for our traffic circle, as AC is the Gateway City to Napa County.*
- *Yes – big pedestrian tracks on the line's west and east sides.*

Public Awareness and Noticing

The NVTA Project website featured information about the community workshop three weeks before. To encourage community participation, the project team employed various promotional strategies, including:

- **Email:** Stakeholders and interested community members received email blasts and follow-up reminders three times before the workshop on April 9th.
- **Social media:** Paid ads for the workshop were shared on Facebook, targeting American Canyon and nearby areas within a 10-mile radius. Additionally, the outreach team posted Facebook community groups in various American Canyon, Napa, and surrounding areas.
- **Stakeholder Communications:** The project team reached out personally via calls and emails to representatives from diverse community organizations, agencies, and transportation groups, requesting them to share the flyer with their networks. The organizations and agencies listed below distributed the workshop information through email, social media, or other communication channels:
    - American Canyon Boys & Girls Club
    - American Canyon Chamber of Commerce
    - American Canyon Cycling
    - Filipino-American Association of American Canyon
    - Area Agency on Aging
    - Filipino-American Chamber of Commerce
    - Solano-Sunset-Vallejo Rotary Club

Flyer delivery at local businesses in American Canyon

- **Flyer delivery/Signage**: The project team visited businesses along SR29, delivering flyers to inform them about the project. Furthermore, the City of American Canyon installed three banners in high-traffic areas throughout the city.