

NVTA PROJECT UPDATE

- February 5, 2026
- Grant Bailey, P.E.
- Program Manager - Engineer

Purpose of Today's Update

- **Status of Environmental Phase of Work**
 - Traffic modeling and existing conditions
 - **Critical Milestone:** Intersection Safety & Operational Assessment Process (ISOAP) completed December 2025
 - Informs environmental and engineering studies
 - Target phase completion - December 2026
- **Alternatives Evaluation**
 - Initial Findings from Intersection Safety & Operational Assessment Process (ISOAP) Analysis
 - Led to more robust alternative evaluation
- **Additional Engagement**
 - Will present evaluation findings to City of American Canyon Council on February 3, 2026



American Canyon SR 29 Corridor

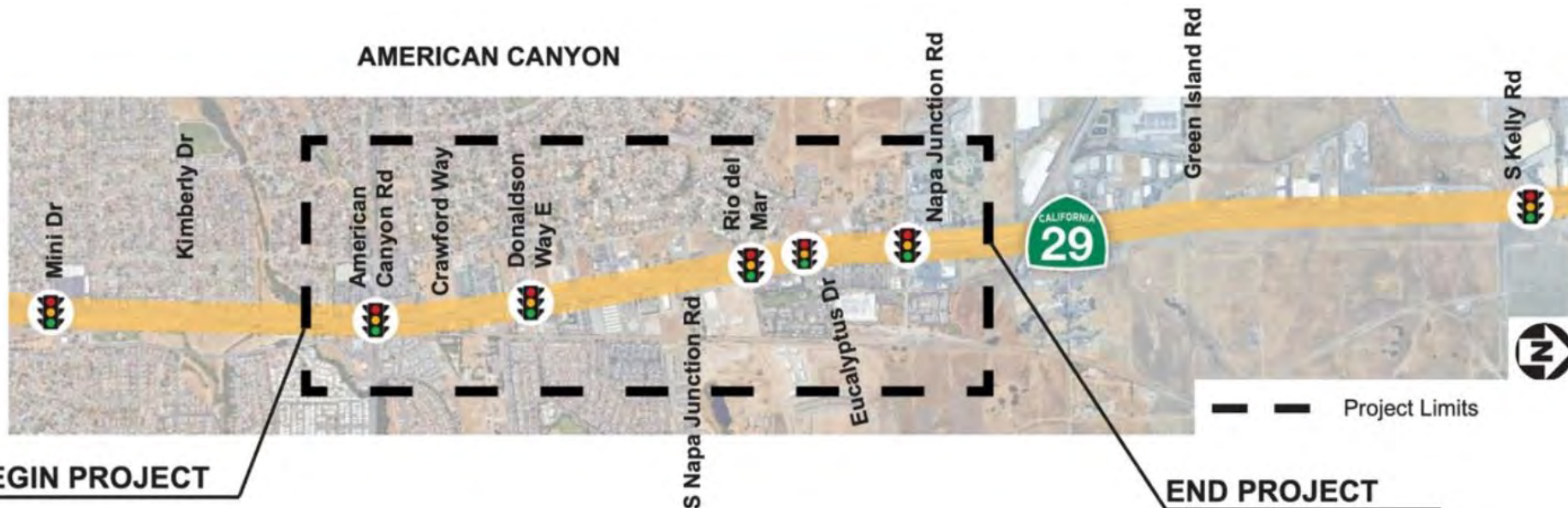
Project Purpose & Need

• Purpose

- Improve mobility for all modes
- Improve safety
- Improve transit travel time & reliability
- Support residential and commercial development

• Need

- Corridor currently lacks:
 - Multimodal connectivity
 - Public transit facilities
 - Low level-of-traffic stress routing options
- Intersection constrains lead to extensive queuing & delays
- Number of collisions on the corridor exceeds state average for similar facilities



American Canyon SR 29 Corridor

Project Alternatives

- **No Build Alternative**
 - Conditions remain as-is
- **Alternative 1:**
 - Signalization improvements and coordination throughout corridor
 - Business access and transit (BAT) lanes
 - Transit priority/queue jump
- **Alternative 2:**
 - Multilane roundabouts at six intersections
 - American Canyon Rd will remain signalized
- **Work Common to Both Alternatives:**
 - Construct physically separated Class I shared use path
 - Lower speed limit from 50 MPH to 35 MPH
 - Construct 4 bus stops or bus islands
 - Construct mobility hub
 - Reconfigure intersections to improve pedestrian crossings



Alternative #1 Advantages

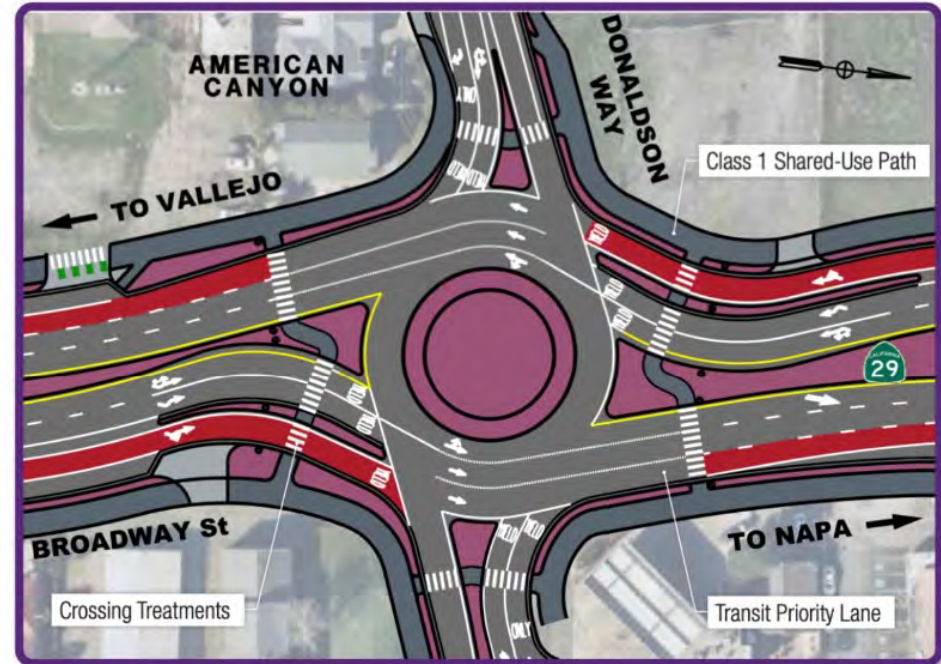
- **Traffic Operations & Intersection Level of Service**
 - Alternative 1 offers improved LOS
- **Transit Reliability**
 - Business Access and Transit (BAT) Lanes
 - Queue Jump Lanes
- **ROW**
 - Limited property acquisitions and driveway impacts
- **Vehicle Miles Traveled (VMT)**
 - No increase in VMT
- **Alternative #1 Supports:**
 - Transit reliability
 - Emergency response times
 - Limited ROW impacts
 - Improved mobility for all modes (including bikes/pedestrians)



ALTERNATIVE 1 - SIGNALIZED

Alternative #2 Advantages

- **Injury collision reduction potential**
 - Alternative 2 carries higher crash reduction potential
- **Local/public preference**
 - General sentiment from public workshop was a preference for roundabouts
 - Roundabout carry a public perception of improved traffic flow
- **Alternative #2 Supports**
 - Potentially reduced incidence of collision
 - Improved mobility for all modes (including bikes/pedestrians)



ALTERNATIVE 2 - ROUNDABOUTS

Alternative Evaluation

- Evaluation Criteria**

- Purpose & Need
- Traffic
- Transit
- Bike & Ped
- Vehicle Miles Traveled (VMT)
- Safety
- Cost
- Environmental
- Caltrans Concerns
- Local Preference
- Local Agency Preference
- Local Impacts

- Methodology**

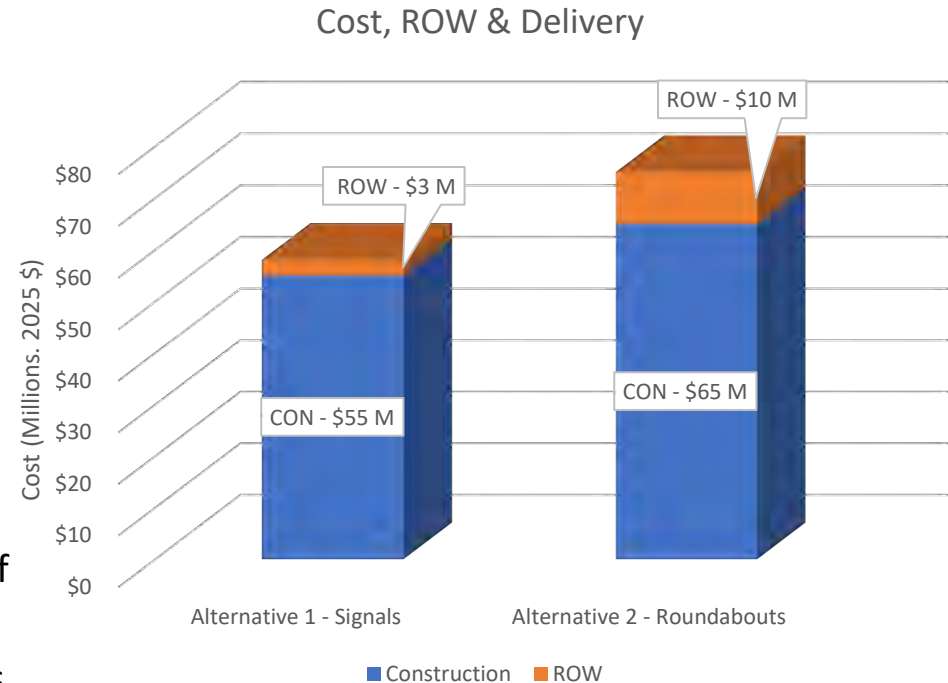
- Qualitative and quantitative criteria
- Based on adopted plans, traffic modeling, cost estimates and safety data
- Equal weighting
- Evaluation is comparative
- Alternatives can tie

Intersection Level of Service (LOS)					
		Alternative 1 - Signals		Alternative 2 - Roundabouts	
Level of Service	<i>Existing Conditions 2025 AM (PM)</i>	<i>Opening Year 2030 AM (PM)</i>	<i>Design Year 2050 AM (PM)</i>	<i>Opening Year 2030 AM (PM)</i>	<i>Design Year 2050 AM (PM)</i>
During Peak Period					
Crawford Way	B(F)	C (B)	B (B)	B (C)	C (E)
Donaldson Way	C(C)	C (C)	C (D)	F (E)	F (F)
Poco Way/S Napa Junction Rd	E(D)	A (D)	A (F)	F (C)	F (E)
Rio Del Mar	C(B)	C (D)	E (D)	F (D)	F (F)
Eucalyptus Dr	B(B)	A (C)	E (E)	F (E)	F (F)
Napa Junction Rd	D(E)	D (C)	D (D)	F (E)	F (F)

LOS Key			Average Delay (seconds/vehicle)	
			Signalized	Unsignalized
Acceptable LOS	A-B-C	Acceptable	0-25	0-25
	D	At Capacity	35-55	25-35
Unacceptable LOS	E	Poor	55-80	35-50
	F	Failure	>80	>50

Cost, Right of Way & Delivery

- **Costs**
 - Alt 1: ~\$58M (ROW & Construction)
 - Alt 2: ~\$75M (ROW & Construction)
- **ROW**
 - Alt 1: minimal impacts to public right of way and private property corners
 - Alt 2: major acquisitions, potential structure demolitions
- **Alternative 2 Delivery Risk**
 - Limited use of three-lane roundabouts in California
 - No examples in the proposed configuration of multiple consecutive roundabouts
 - Potential VMT mitigation could increase costs



Alternative Evaluation Results

Evaluation Criteria	Contributing Factors	Alternative 1	Alternative 2
Purpose and Need	Alternative accomplishes points outlined in the purpose and need of the project.	1	1
Traffic	Better Intersection Level of Service During Peak Period	1	0
Transit	Better improves transit operations	1	0
Bike and Ped	Better improves Pedestrian and Bike Connectivity	0	0
VMT	No VMT Increase	1	0
Safety	CMF Qualitative Analysis	0	1
Cost	Lower Total Project Cost	1	0
Environmental	Less environmental impacts	0	0
Department of Transportation Concerns	Caltrans has less concerns related to nonstandard design	1	0
Local Preference	Alternative preferred by users and local residents	0	1
City Preference	Alternative preferred by City Council & Staff	TBD	TBD
Local Impacts	Less Temporary construction impacts	0	0
	Less Right of Way impacts	1	0
	Less Significant Driveway Impacts	1	0
TOTAL		8	3

Next Steps

- **Staff recommendation**
 - Carry forward Alternative #1 for environmental clearance
 - Pending input from City of American Canyon, do not carry Alternative #2 forward
- **Benefits**
 - Accelerates phase completion to the end of 2026
 - Limits use of additional resources to further evaluate Alternative #2
- **Additional outreach**
 - Staff will present this information to the City of American Canyon Council on February 3, 2026 to receive additional input



Q&A - Thank you!



LOS Table with No Build Conditions

Expanded Intersection Level of Service (LOS)							
		No Build Alternative		Alternative 1 - Signals		Alternative 2 - Roundabouts	
Level of Service	<i>Existing Conditions 2025 AM (PM)</i>	<i>Opening Year 2030 AM (PM)</i>	<i>Design Year 2050 AM (PM)</i>	<i>Opening Year 2030 AM (PM)</i>	<i>Design Year 2050 AM (PM)</i>	<i>Opening Year 2030 AM (PM)</i>	<i>Design Year 2050 AM (PM)</i>
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