4 Mobility

The Mobility Element provides a framework for decisions concerning the City's multimodal transportation network. Correlated with the Land Use Element, the Mobility Element guides a safe and efficient transportation system that includes roadway, transit, bicycle, pedestrian, rail transport, and aviation. Recognizing the contribution of transportation to greenhouse gas emissions, the Mobility Element integrates with Climate Change and Sustainability policies.

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Mobility Vision

The City of American Canyon is a community that embraces mobility through all transportation modes. The core value of the Mobility Element is to provide safe and easy travel for pedestrians, bicyclists, transit riders and motor vehicles correlated with the Land Use Element.

This community mobility value is based on enhancing the City's " sense of place" with a strong emphasis on all forms of mobility safety and environmental protection. An efficient multi-modal plan will improve our sense of place, provide greater mobility choice for all residents, and help the environment.

Introduction

The Mobility Element provides a vision and guiding principles for the transportation system, and detailed goals and policies which implement a compete streets approach to mobility in the future.

Local transportation planning is a coordinated effort involving local and regional agencies. The goals and policies set forth in this document are intended to promote local planning but also foster cooperation between jurisdictional partners such as the Napa Valley Transportation Authority (NVTA), the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

The transportation planning and policy in the Mobility Element includes a critical component of the City's responsibility towards supporting regional efforts to meet greenhouse gas reduction targets, through coordinating planning for land use, transportation, and housing. The Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) for the San Francisco Bay Area, Plan Bay Area 2050, was jointly produced and adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) on October 21, 2021. Plan Bay Area 2050 is the strategic update to Plan

Bay Area 2040, and it connects the elements of housing, the economy, transportation, and the environment through 35 strategies that will make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. It is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.

A portion of the Planning Area - the Broadway District (SR 29) corridor - has been designated by MTC and ABAG as a Priority Development Area (PDA), meaning that it is recognized as an area with substantial opportunity for infill development near transit. PDAs play a critical role in accommodating future growth in the regional agencies' SCS plans.

California Planning Requirements

Required General Plan Element. California law mandates a "Mobility Element" or "Circulation Element" that contains the "general location and extent of existing and proposed major thoroughfares, transportation routes, and other local public utilities and facilities, all correlated with the land use element" of the General Plan per Government Code Section 65302 (b).

Complete Streets Act. The term "complete streets" refers to a balanced, multimodal transportation network that meets the needs of all users of streets -- including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. A complete street is one that provides safe and convenient travel in a manner that is suitable for the local context. In 2012, the City adopted a Complete Streets Policy (Resolution 2012-72).

The Mobility Element is consistent with the California Complete Streets Act (AB 1358), which requires cities and counties incorporate "Complete Street" policies when updating their General Plan Mobility Element. Complete streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. While every street does not need to provide dedicated space to all users, the street network must accommodate the needs of all users.

Economically, complete streets help lower transportation costs by enabling people to use transit, walking, or bicycling rather than driving to reach their destinations. Caltrans is actively engaged in implementing its complete streets policy in all planning, programming, design, construction, operations, and maintenance activities for the State highway system.

Provision of safe mobility for all users contributes to the Caltrans's vision: "improving mobility across California." The successful long-term implementation of this vision will provide more options for people to travel from one place to another, less traffic congestion, fewer greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

Local Roadway Safety Plan. American Canyon is currently preparing a Local Roadway Safety Plan (LRSP). Required for an agency to apply for Federal Highway Safety Improvement Program (HSIP) funding, the LRSP will proactively correct high collision or problem locations and prevent local road fatalities and injuries. The final plan will recommend proven countermeasures, provide a structure and realistic set of responses that implement changes over time, will integrate the "5 E's" approach (Education, Enforcement, Education, Emergency Service, and Engineering) in its proposed solution strategies, and identify road safety partners that could sustain a long-term effort.

Traffic Calming Program. The American Canyon "We ♥ Safe Streets" Traffic Calming Program provides a framework for the community to submit concerns of problem areas to our Traffic Calming Team for evaluation. The Program includes criteria to assess the magnitude of the need to modify a street or roadway, and probable effectiveness of a potential traffic calming measure installation.

Capital Improvement Programs. California Government Code Section 65401 specifies public works projects must conform to the General Plan. In practice, this requires the Five-Year Capital Improvement Program (CIP) adoption include findings that the proposed City of American Canyon Five-Year CIP conforms with the General Plan, which includes the Mobility Element.

Vehicle Miles Traveled. The Mobility Element aligns with Senate Bill (SB) 743, which revised the California Environmental Quality Act (CEQA) guidelines by designating vehicle miles traveled (VMT) as the primary metric for evaluating transportation impacts, effective July 1, 2020. This shift emphasizes statewide

priorities such as infill development, investment in transit, active transportation, public health, and the reduction of greenhouse gas emissions—rather than focusing solely on local traffic congestion.

Under the updated CEQA standards, transportation impact analysis is no longer based on Level of Service (LOS), which measured vehicle delay. Instead, VMT now serves as the standard metric for assessing the transportation impacts of development projects.

Although LOS is no longer used for CEQA compliance, it remains a valuable tool for non-CEQA planning and for helping the City ensure its roadways function effectively and meet community expectations, particularly on key corridors.

Transportation Setting

American Canyon is in southern Napa County, approximately 35 miles northeast of San Francisco. To the south, it borders the city of Vallejo in Solano County. To the north, the cities of Napa, St. Helena, Calistoga, and the Town of Yountville lie along State Route 29 (SR 29), a key corridor serving wine country destinations—just as it does in American Canyon, where it also bisects the city.

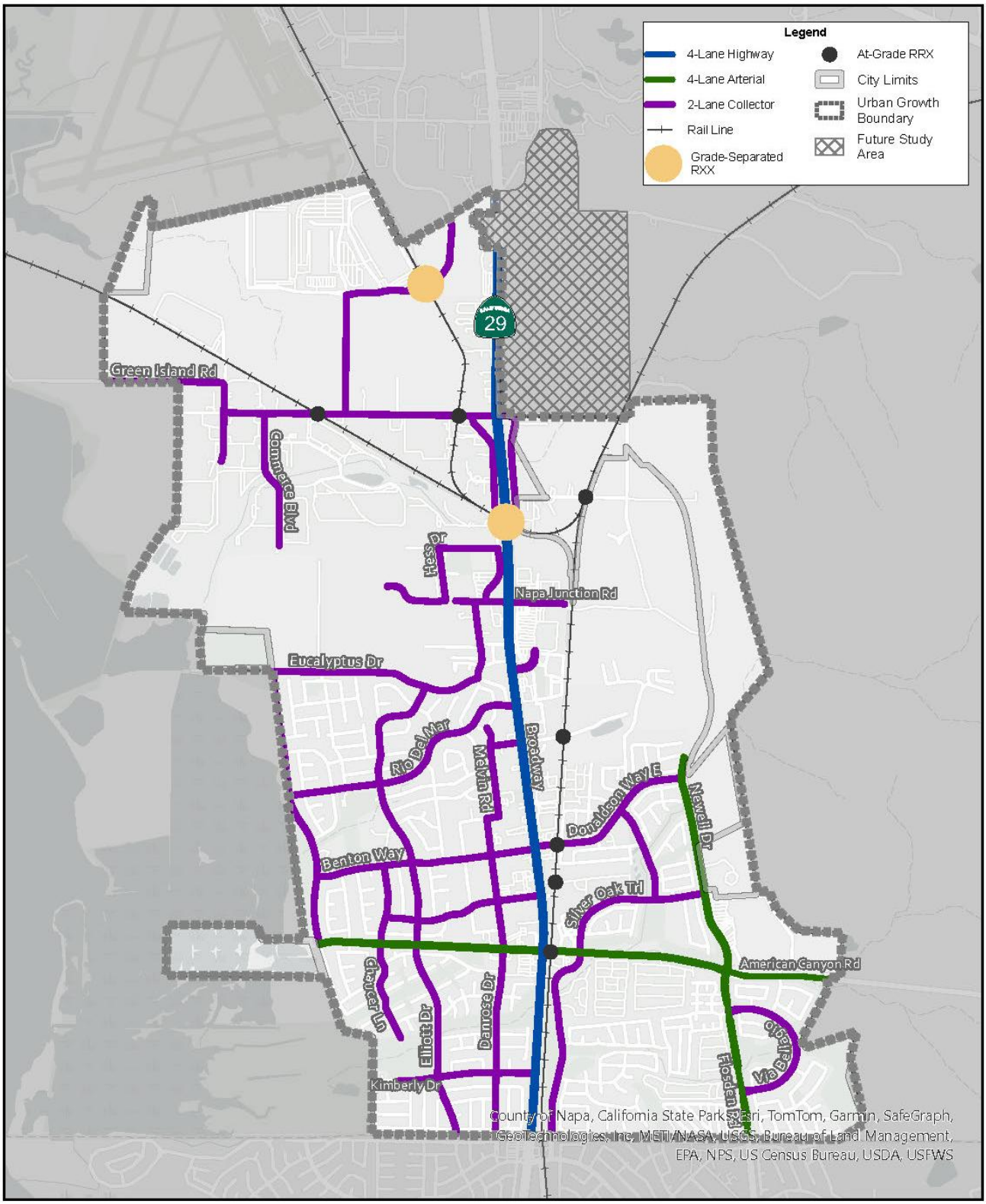
As of 2020, American Canyon had an estimated population of 21,800, growing from 19,454 in 2010 and 9,774 in 2000, making it the second most populous city in Napa County after Napa itself. With its abundant recreational amenities, nearby wineries, and proximity to Napa Valley, Sonoma County, the East Bay, San Francisco, and Sacramento, American Canyon attracts a diverse mix of roadway users daily.

State Route 29, which runs primarily at-grade through the city, functions as a major thoroughfare for both local and regional traffic. The city's streets support a wide variety of users, including pedestrians, cyclists, transit riders, passenger vehicles, and freight trucks—serving a blend of local, recreational, and regional travel demands.

MOB-Figure 1 shows the existing mobility system map. Traffic to and from the I-80 corridor is served by American Canyon Road and Jameson Canyon Road (SR 12). Access to and from Vallejo and the East Bay, including the Counties of Contra Costa and Alameda, is provided via Flosden Road and SR 29. To and from the north, access is provided via SR 29 and SR 12, which also collects traffic from the rest of Napa County. Marin and Sonoma counties to the west and northwest may also access the city using SR 29 via SR 37.

Rail transportation in the city is currently limited to freight service only. No commuter rail service exists in the city or county. The main rail line in the city is owned by Union Pacific Railroad Company and enters the city parallel to and on the east side of SR 29 at the Solano County line.

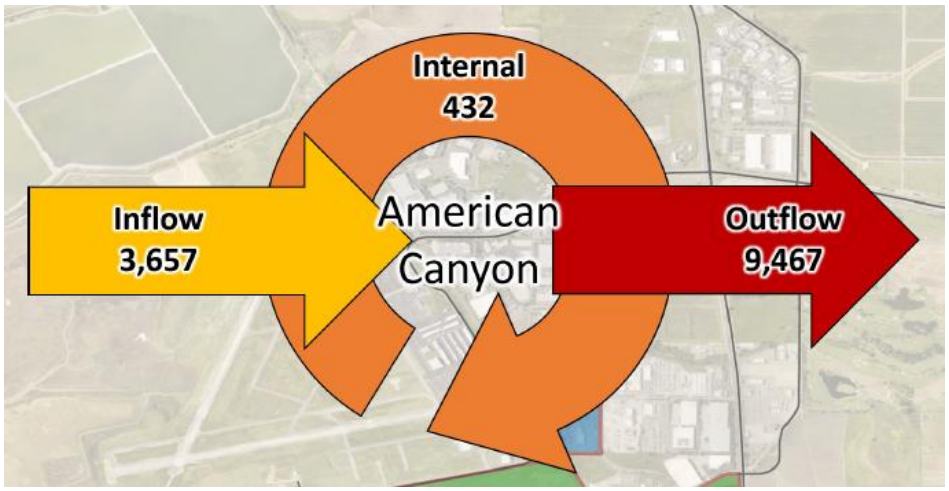
MOB-Figure 1: Existing Mobility System Map



Local Travel Trends

The U.S. Census Bureau tracks "journey to work" data through its decennial census and the American Community Survey. MOB-Figure 2 illustrates commuting patterns in and out of American Canyon. Of the 4,089 people employed within the city, only 432 are residents, while 3,657 commute in from outside areas. Meanwhile, more than 9,000 American Canyon residents travel outside the city for work.

MOB-Figure 2: Employment Inflow-Outflow Travel Patterns (2017)



The vast majority of American Canyon residents commute by car, with nearly 79 percent driving alone and 14 percent carpooling, as shown in MOB-Table 1. Only about 3 percent use other modes of transportation, including 2.4 percent by public transit and less than 1 percent by walking or biking.

MOB-Table 1: Means of Transportation to Work (Residents)

	1990	2000	2010	2018
Single-Occupancy Vehicle	73.9%	73.3%	78.2%	78.5%
Carpool	21.4%	20.6%	13.7%	14.1%
Work from Home/Other	1.5%	3.3%	3.8%	2.9%
Public Transit	0.8%	1.5%	2.0%	2.4%
Motorcycle or Other	2.4%	0.2%	0.7%	1.3%

Source: US Census Bureau, 1990 and 2000 Summary files, and American Community Survey (ACS) 5-Year Estimates for 2006- 2010 and 2014-2018.

As shown on MOB-Table 2: while many American Canyon residents commute less than 25 miles to work, nearly 1,500 residents (15 percent) must travel more

than 50 miles for work each day. American Canyon employed residents have heavy commute patterns south and north of the city, and most of these residents travel north to the city of Napa.

MOB-Table 2: Travel Time to Work (Residents)

Travel	Number	Percent
Less than 10 miles	2,977	30.1%
10 to 24 miles	3,514	35.5%
25 to 50 miles	1,920	19.4%
Greater than 50 miles	1,488	15.0%
Total	**9,899**	**100.00%**

Source: US Census Bureau, Center for Economic Studies, LEHD On the Map.

During the five-year period between 2017 and 2021, there were two fatal and five severe injury collisions recorded for the roadways under the City of American Canyon's jurisdiction. There were two fatal and 10 severe injury collisions on SR 29. MOB-Figure 3 shows the locations of fatal and severe injuries.

Active Transportation

American Canyon features more than 13 miles of bicycle infrastructure, including over 8 miles of Class I multiuse paths, 2.8 miles of Class II bike lanes, and more than 2 miles of Class III designated routes on public roadways.

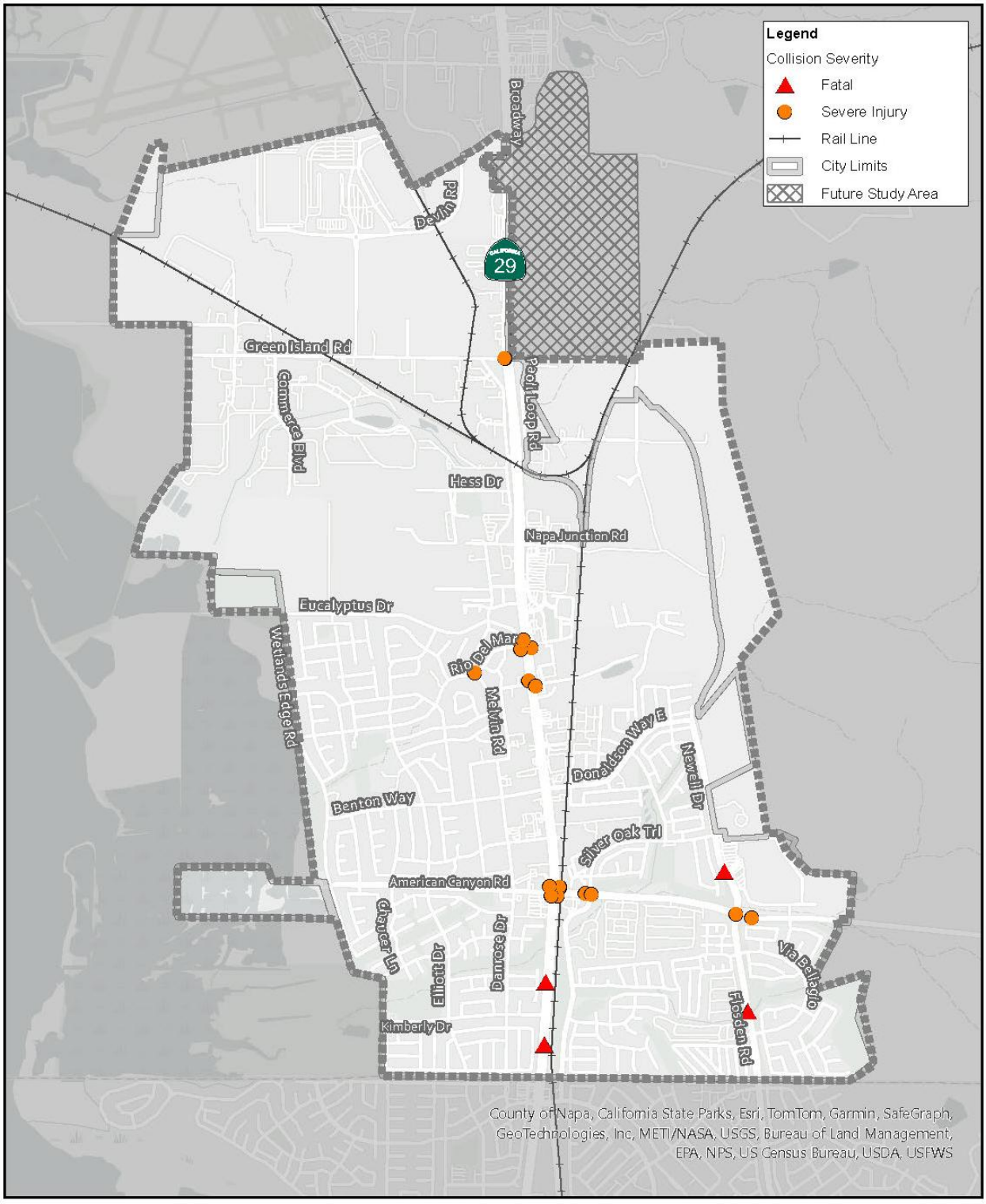
While most areas of the city have sidewalks, pedestrian infrastructure is limited in some places—especially in older neighborhoods with a more rural character and in the absence of a centralized downtown. Sidewalk coverage is particularly sparse along SR 29, the city's main commercial corridor.

According to MOB-Figure 4, bicycle collisions between 2017 and 2021 were concentrated along American Canyon Road. MOB-Figure 5 shows that pedestrian collisions during the same period were primarily located along SR 29 and American Canyon Road.

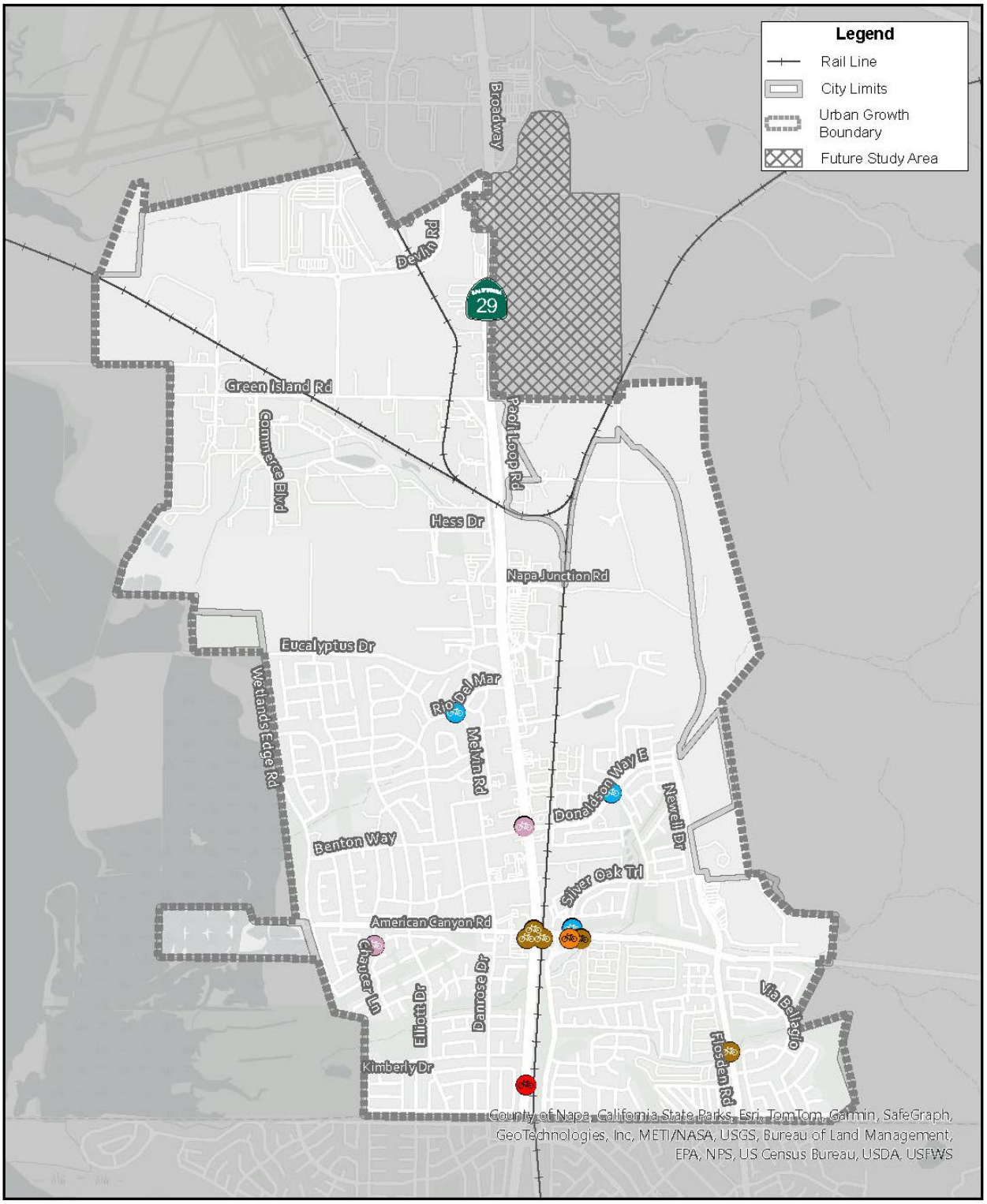
Public Transit Service

Public transportation within the city is provided by American Canyon Transit, which is a part of the Napa Valley Transportation Authority (NVTA) Vine Transit system. American Canyon Transit is a fixed route and on-demand, door-to-door, transit service within specific areas of the city. Vine's Route 29 (Napa-BART) Express connects the BART Station in El Cerrito to the Redwood Park-n-Ride in the city of Napa and stops in American Canyon at the Post Office on Crawford Way.

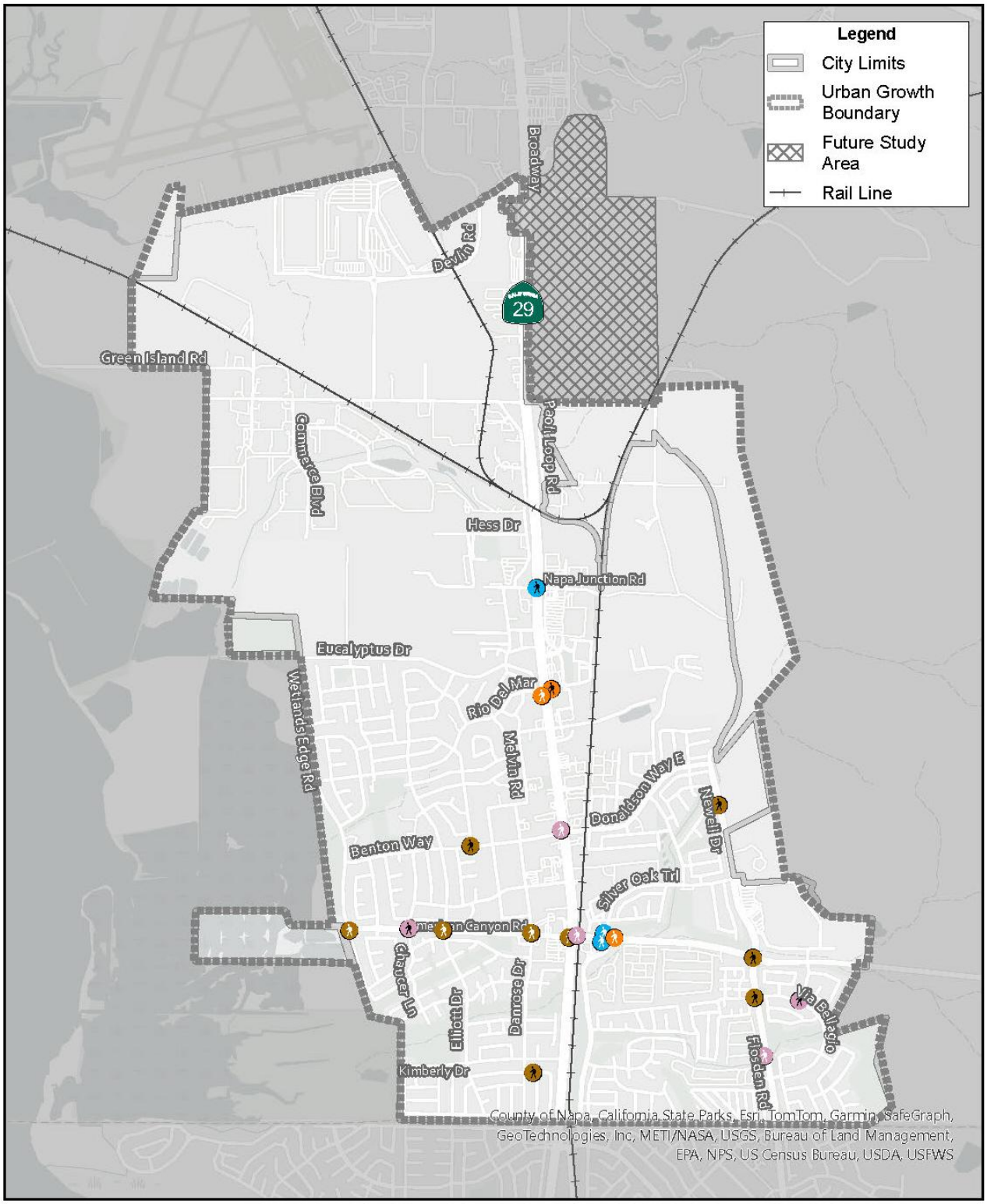
MOB-Figure 3: Fatal and Severe Injury Collision Locations 2017-21



MOB-Figure 4: Bicycle Collision Locations 2017-21



MOB-Figure 5: Pedestrian Collision Locations 2017-21



Airport

The Napa County Airport is located just northwest of American Canyon, in unincorporated Napa County. Originally constructed by the U.S. Army Air Force in 1942, it was transferred to Napa County for civilian use following World War II. The nearest major commercial airports are in Oakland, San Francisco, and Sacramento.

Land use around the airport is guided by the Napa Airport Land Use Compatibility Plan, adopted by the Napa County Airport Land Use Commission in December 2024.

Street System Plan

The planned street network will provide an efficient transportation system that includes a citywide network of complete streets. A commitment to providing complete streets is a key to effective transportation planning and will maximize the effectiveness of the existing street network.

Street Classifications

American Canyon consists of a network of complete streets. These streets play an integral role in connecting the city to other destinations in Napa County, the adjacent city of Vallejo, Solano County, and the San Francisco Bay Area. MOB-Figure 6 shows the planned buildout street network based on the following classifications:

- **Arterial Streets.** Arterial facilities in American Canyon accommodate all travel modes and link major activity centers throughout the urban area. These roads also serve to channel vehicle traffic from freeways and highways to the city's collector streets. Within American Canyon, arterial roads—such as American Canyon Road, Flosden Road, and Newell Drive—typically include four vehicle lanes, bicycle lanes, and sidewalks, with posted speed limits ranging from 30 to 45 mph.

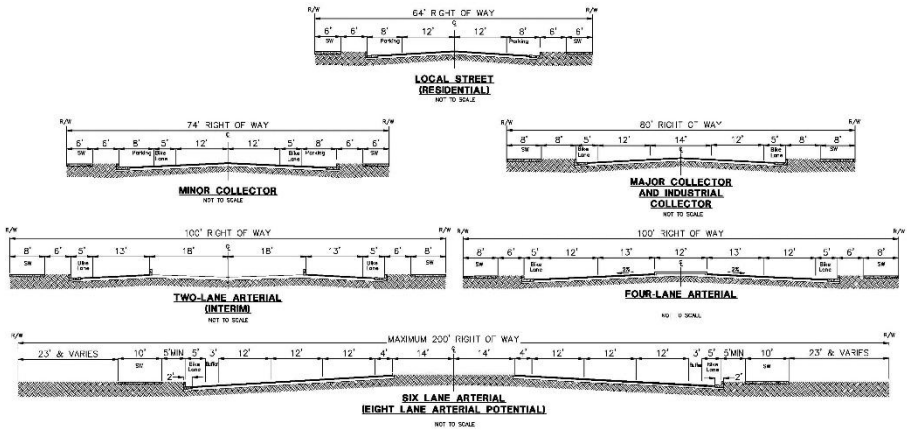
  SR 29, a designated Regional Arterial, bisects the city and provides key interregional access—connecting to Vallejo in the south and the rest of Napa County to the north. SR 29 serves a dual role: offering local, cross-town access for all modes of travel and supporting regional mobility primarily for motor vehicles, including public transit. This regional traffic

includes two main components: "through" traffic that passes through the city without stopping, and "commute" traffic that either begins or ends within American Canyon.

- **Collectors.** Collector streets accommodate all travel modes and serve as links between local streets and arterial roads, providing access to residential, commercial, and industrial areas. In American Canyon, these streets typically feature two vehicle lanes—one in each direction—with speed limits up to 30 mph. Notable examples include Broadway Street, Eucalyptus Drive, Green Island Road, Rio Del Mar, Donaldson Way, and Commerce Boulevard.

- **Local Streets.** Local streets provide direct access for all travel modes to abutting properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes and current operating speeds of 25 to 30 mph.

MOB-Figure 6: Standard Roadway Cross Sections



SR 29 Corridor Planning

Broadway SR 29) is a four-lane highway running through American Canyon. Between Napa Junction Road and American Canyon Road, it serves as a defining feature of the City—shaping the experience of residents, businesses, and the thousands of drivers who pass through daily. Local planning efforts have led to the development of preliminary design concepts for this corridor, which have been shared with the community through public workshops for input and feedback.

Planning for the SR 29 corridor is a high priority not just for American Canyon, but for the entire region. Communities in both Solano County to the south and Napa County to the north depend on SR 29 for daily travel related to work, school, shopping, and recreation.

As a State-owned roadway, Caltrans plays a central role in approving and funding any improvements to SR 29. All planning and implementation efforts require Caltrans review and authorization, and State funding is administered through the agency.

Currently, the City—working in partnership with the Napa Valley Transportation Authority (NVTA)—is advancing the American Canyon Multimodal Improvement Project. This effort is evaluating two options for enhancing the Broadway segment between Napa Junction Road and American Canyon Road. Both options include landscape upgrades, pedestrian improvements, and multimodal features. Option 2 retains the existing four-lane configuration and introduces roundabouts at major intersections.

MOB-Figure 7: American Canyon Multimodal Improvement Project Option 2

Newell Drive and South Kelly Road Extensions

The Mobility Element roadway network includes extension of Newell Drive north from its current terminus concurrent with future development. MOB-Figure 8 shows the conceptual future alignment of Newell Drive. The precise alignment will be determined through future planning processes. As envisioned, Newell Drive would eventually connect American Canyon Road in the south with SR 29 at Green Island Road. In addition, South Kelly Road would extend south from North Kelly Road to a new connection with Newell Drive. The future roads would be a 2-lane collector with one motor vehicle lane in each direction, bicycle lanes and sidewalks.

West Side Connector

A West Side Connector (WSC) roadway has been part of the General Plan since its adoption in 1994. A "Circulation Element Advisory Committee" was appointed by the City Council to provide input on a revised "West Side Connector" road alignment. The Committee considered four roadway alignments. On June 15, 2021, the Committee recommended a new east-west roadway that would connect the northern edge of Commerce Court to the western terminus of Hess Road. This alignment is reflected on MOB Figure 8: General Plan Mobility System Map.

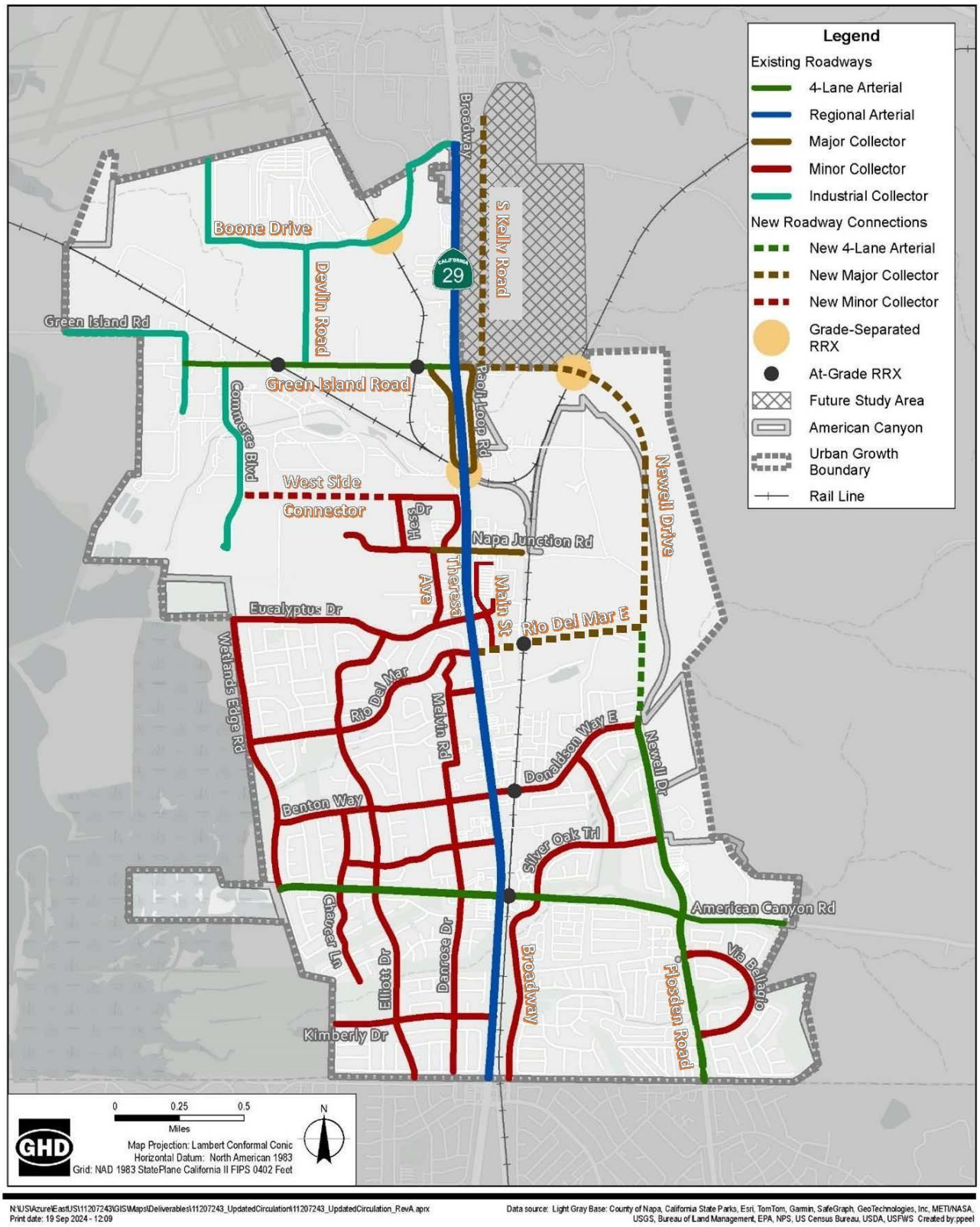
Rio Del Mar East

The General Plan envisions extending Rio Del Mar east from its terminus at SR 29. Within the new roadway segment, Rio Del Mar East will cross the Union Pacific Railroad line at-grade. When completed, Rio Del Mar East will connect SR 29 on the west to Newell Drive on the east as a 2-lane arterial and serve as a cross-town east-west roadway arterial.

Vision Zero

The Mobility Element includes Vision Zero goals and policies. Vision Zero aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traffic deaths and injuries can be reduced over time by prioritizing traffic safety as a public health issue. The City of American Canyon Local Roadway Safety Plan (LRSP) identifies safety countermeasures to improve safety.

MOB-Figure 8: General Plan Mobility System Map



Bikeway Network Plan

American Canyon is ideally situated for bicycle and pedestrian mobility, with a generally flat topography, scenic landscapes in the Newell Open Space and Napa River Wetlands a short distance to the east, west, and north. Combined with the Napa Valley Vine Trail, the goal is to interconnect American Canyon as well as the surrounding communities in the County with a seamless bicycle network for recreational and commuter use. The plan includes proposed bicycle and pedestrian trails, as well as on-street bicycle facilities to complete the partial network already in place in the city and county.

Types of Bikeways

Four classes of bikeways are defined by Caltrans:

- **Class I Multi Use Path.** Typically known as bike paths, Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane.** Known as bike lanes, Class II facilities provide a striped and signed lane for one-way bicycle travel on each side of a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

- **Class Ill Bike Route.** Known as bike routes, Class Ill facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class Ill routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

- **Class IV Separated Bikeway.** A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less).

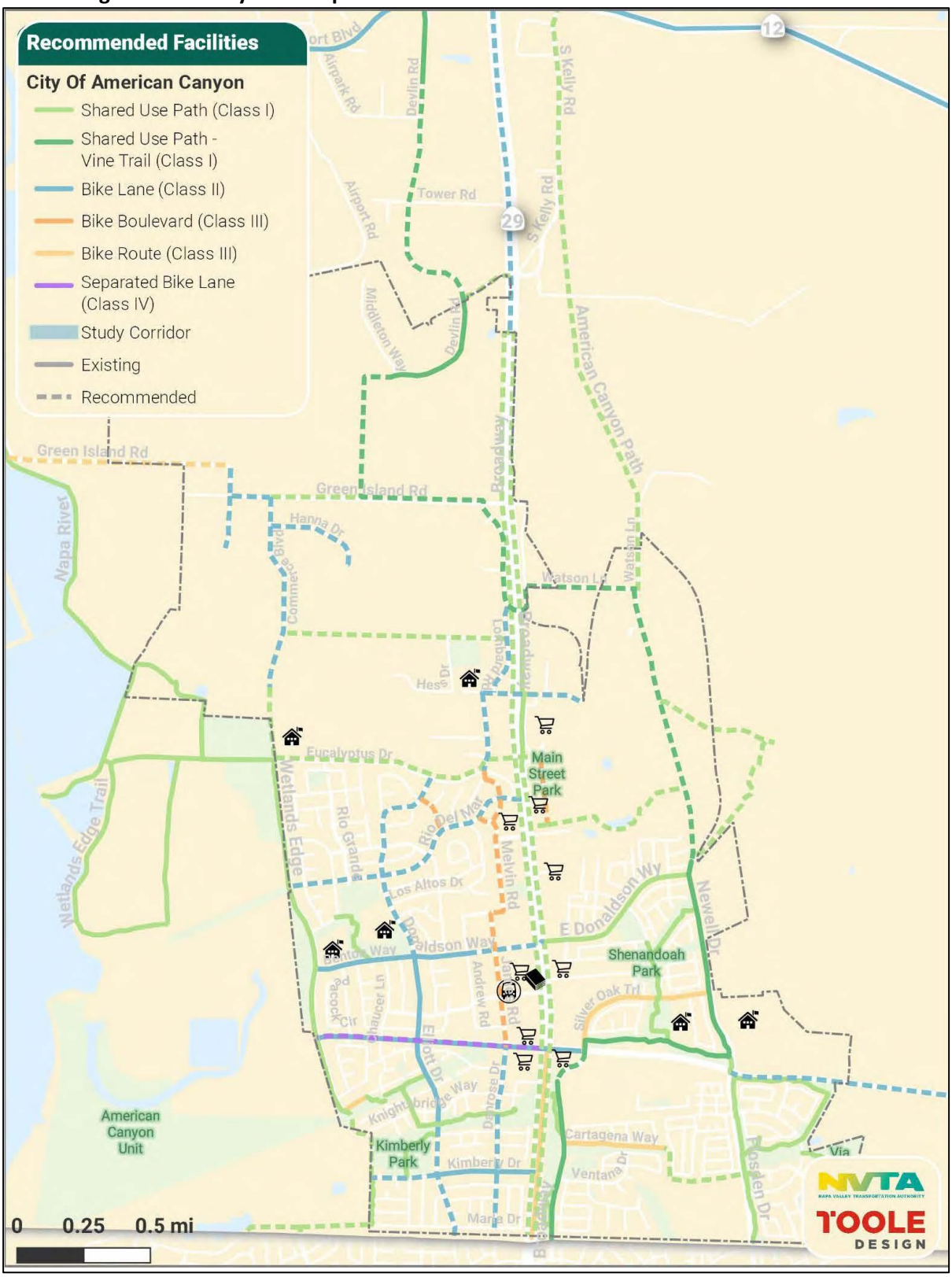
Example of a Class IV Separated Bikeway

Currently, bikeway facilities separated from vehicular traffic in American Canyon include a network of recreational pathways located throughout the community in City parks and on the American Canyon Creek corridor, a north-south Class I Multi-use Path along Flosden Road and Newell Drive, and a Bay Trail pathway on Wetlands Edge Road. Class II bike lanes are provided on Elliot Drive, Broadway Street, Benton Way, Donaldson Way, American Canyon Road, and Kimberly Drive. Connecting gaps in the planned trail network is a high priority for the City.

Bicycle Plan

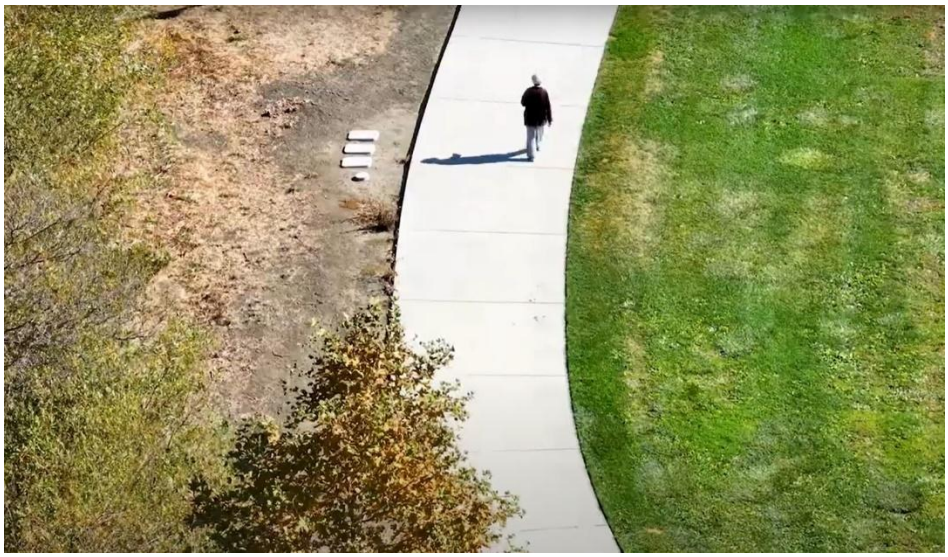
The City adopted a Bicycle Plan in 2020 (Resolution 2020-11) which is incorporated into the General Plan as Appendix 4-1. The Bicycle Plan was prepared by the NVTA in accordance with the California Bicycle Transportation Act as part of the Napa Countywide Bicycle Plan. The plan was coordinated with extensive public outreach and existing City and Regional Plans at the time of its adoption. The Bicycle Plan adoption was one of several City actions implementing SB 375, the Sustainable Communities Strategy Act. MOB-Figure 9 shows the Bikeway Plan map.

MOB-Figure 9: Bikeway Plan Map

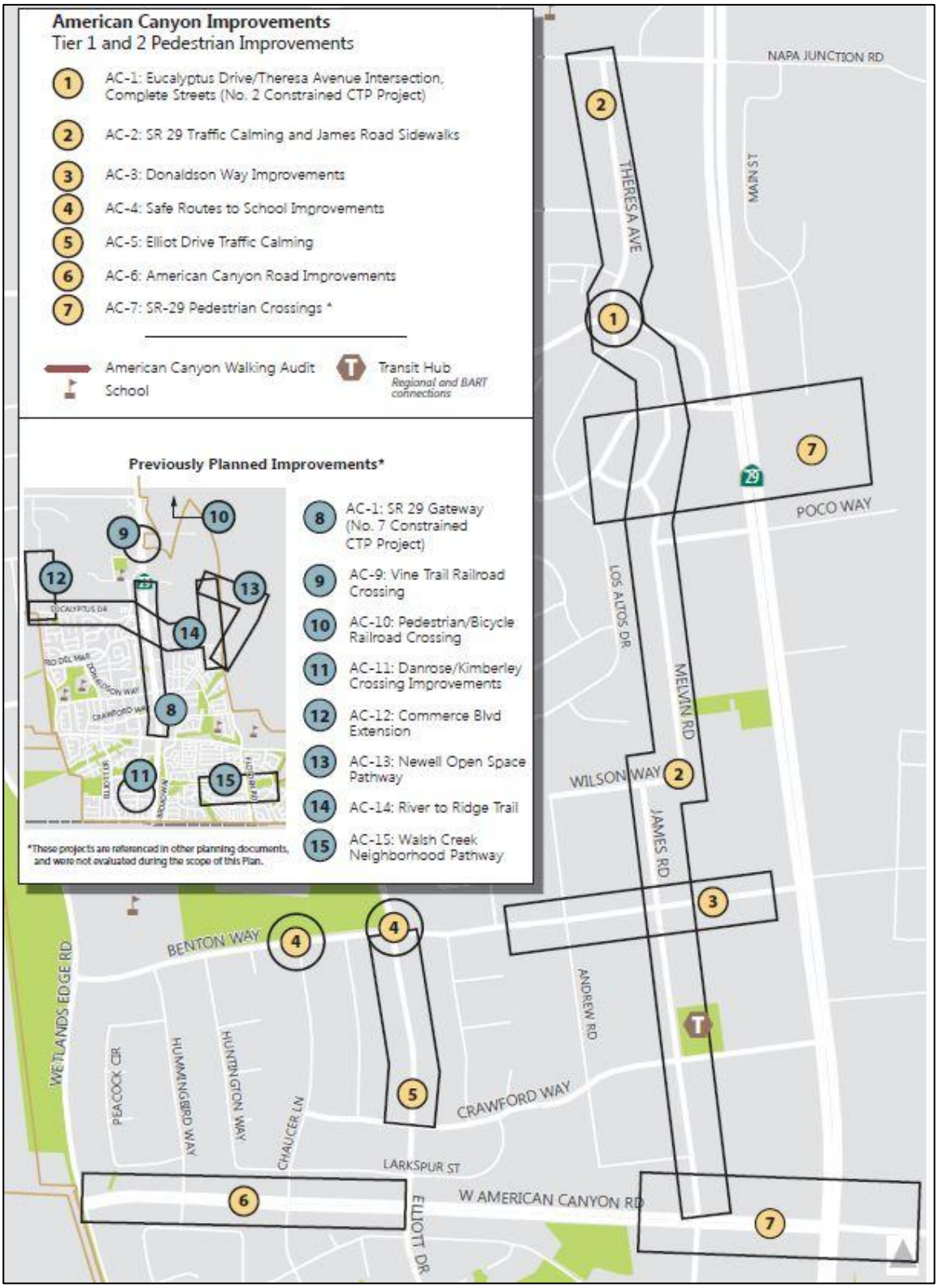


Pedestrian Plan

The City adopted a Pedestrian Master Plan into the General Plan in 2017 (Resolution 2017-42) which is incorporated into the General Plan as Appendix 4-2. The Pedestiran Plan was prepared by the NVTA in accordance with the Caltrans Active Transportation Program (ATP) Guidelines, which outline statewide requirements for what should be included in active transportation plans. Together with the Bicycle Plan, the Pedestrian Plan creates an Active Transportation Plan that will position American Canyon to effectively compete for project funding. MOB-Figure 10 shows the Pedestrian Plan Priority Improvements map.



MOB-Figure 10:Pedestrian Plan Priority Improvements Map



Planned Street Network Improvements

To provide complete streets and correlate existing and planned land uses within the city, mobility improvements will be needed. Major street improvement locations are summarized on MOB-Table 3.

MOB-Table 3: Major Circulation Improvements

Street	From (South or East)	To (North or West)	Classification
State Route 29	Southern City Limits	Northern City Limits	See NVTA PID Report
Newell Drive	Rio Del Mar	SR 29/Green Island Road	2-Lane Major Collector
S. Kelly Road	Paoli Loop	N. Kelly Road	2-Lane Major Collector
Newell Drive	Donaldson Way	Rio Del Mar	4-Lane Arterial
Green Island Road	Western Terminus	Easter Terminus	3-Lane Arterial
West Side Connector	Commerce Boulevard	Hess Drive	2-Lane Major Collector
Eucalyptus Drive	Theresa Avenue	SR 29	2-Lane Major Collector
Rio Del Mar or South Napa Junction Road (includes new at-grade railroad crossing)	SR 29	Newell Drive	2-Lane Major Collector
Napa Junction Road	Western Terminus	Theresa Avenue	2-Lane Minor Collector
Newell Drive Railroad Overcrossing	South of Railroad	North of Railroad	2-Lane Arterial Bridge Structure
American Canyon Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Donaldson Way Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing
Napa Junction Road Pedestrian Crossing	East of SR 29	West of SR 29	Pedestrian Grade Separated Crossing

Source: City of American Canyon

Goals and Policies[1]

Goal MOB-1:

Provide safe and convenient access throughout the community with a citywide network of complete streets that meet the needs of all users and reduce vehicle miles traveled (VMT).

Policies

MOB-1.1: **Complete Streets.** Maintain and update street standards that that serve not just automobile operations, but also multi-modal movement and adjacent land uses, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.

MOB-1.2: **Complete Street Standards**. Review current arterial, collector, and local street standards and update as necessary to conform to best practice classification standards and NACTO complete streets guidelines.

MOB-1.3: **Street Design Standard Exceptions**. Consider exceptions to adopted street standards by the City Engineer subject to substantial evidence included in an Engineering Design Standard Exception application.

MOB-1.4: **Development Review**. Evaluate new development to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given an equal or greater level of consideration to motor vehicle operators.

MOB-1.5: **Sidewalks.** Require sidewalks on all arterial and collector streets. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.

[1] Sustainable policies are noted with a green leaf.

MOB-1.6: **Transportation Facility Construction and Modification.** When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists, and pedestrians appropriate for the road classification and adjacent land use.

MOB-1.7: **Promote Walking and Bicycling.** Promote walking and bicycling for transportation, recreation, and improvement of public health and the environment.

MOB-1.8: **Discourage SR 29 Traffic on City Streets.** Design the city circulation system to discourage regional traffic from bypassing SR 29 and impacting City streets.

MOB-1.9: **SR 29 Mobility.** Work with regional partners, including Caltrans, NVTA, and other agencies to explore a complete streets approach that will expand the travel capacity of SR 29 and establish a low-stress method for crossing for students walking and biking to school and other active transportation users.

MOB-1.10: **Circulation System Design.** Provide and maintain a circulation system that is correlated with planned land uses in the city and surrounding areas in the.

MOB-1.11: **Reduce the Need to Drive.** Implement land use policies designed to create a pattern of activity that makes it easy to shop, play, visit friends, and conduct personal business without driving.

MOB-1.12: **Neighborhood Context.** Support safe, complete, and well-connected neighborhood street, bicycle, and pedestrian access and connections that balance circulation needs with the neighborhood context.

MOB-1.13: **Multimodal Level of Service.** Strive to achieve and maintain a Multimodal LOS D or better during peak hours recognizing that LOS D may not be achievable or cannot be maintained upon full buildout of the General Plan, due to traffic generated from sources beyond the control of the City. Locations that may not achieve or maintain LOS D and therefore will be exempt from the LOS D policy are: (1) Green Island Road; (2) Devlin Road; (3) American Canyon Road (4) Newell Drive; and (5) Flosden Road south of American Canyon Road.

MOB-1.14: **Street Improvement Design.** The street facility classifications indicated on the General Plan Circulation Map shall be the standard to which roads needing improvements are built to support the traffic generated by General Plan Land Use Element buildout and therefore represent the buildout standards to which a street segment or intersection shall be improved.

MOB-1.15: **Existing Facility Use.** Make efficient use of existing transportation facilities and improve these facilities as necessary in accordance with the Circulation Map and NVTA Active Transportation Plan as it may be updated over time.

MOB-1.16: **Agency Coordination.** Coordinate with State, Regional, County, and neighboring agencies to ensure highway improvements (e.g., SR 12, SR 29, and SR 37) appropriately consider impacts to American Canyon.

MOB-1.17: **Reduce Vehicle Miles Traveled.** Through layout of land uses, improve alternate travel modes, provide more direct routes for all modes of travel, and strive to reduce total vehicle miles traveled by city- and non-residents traveling to American Canyon to work or shop.

MOB-1.18: **Circulation System Enhancements.** Achieve, maintain, and improve mobility in the city in accordance with the Circulation Map, support multimodal travel of all users and goods, explore creative circulation system enhancements that increase system capacity, and consider improvements in addition to those identified on the Circulation Map, where feasible and appropriate.

MOB-1.19: **Financing Program.** Maintain a transportation financing program that will fund to the greatest extent feasible the planned transportation network consistent with the General Plan, including Transportation Impact Fee (TIF) program funding consistent with AB 1600.

MOB-1.20: **Bicycle Plan Funding.** Include funding for the City's Bicycle Plan updates and bikeway improvements consistent with the Bicycle Plan in the City's transportation financing program and TIF, recognizing the multi-modal travel needs of the City.

MOB-1.21: **Address Mobility Needs.** Recognize and meet the mobility needs of people using wheelchairs and those with other mobility limitations.

MOB-1.22: **Non-motorized Circulation System.** Provide safe, low-stress, and direct pedestrian routes and bikeways between places.

MOB-1.23: **Pedestrian Connections to Employment Destinations**. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over SR 29.

MOB-1.24: **Bicycle Facilities.** Bicycle facilities shall be provided to complete a continuous low stress bikeway system, consistent with adopted bikeway standards, as shown on the current Bikeway Plan Map. Deviations from adopted bikeway standards shall be permitted with the approval of the City Engineer. Deviations from the routing shown on the adopted bikeway diagram shall be permitted with the approval of the City Council.

MOB-1.25: **Street Trees.** Ensure that street tree plans consider shade and comfort for pedestrians and bicyclists and traffic calming benefits.

MOB-1.26: **Universal Design.** Provide pedestrian facilities that are accessible to people with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts such as bus pullouts and shelters, street lighting, and curbside management features such as pickup/drop-off locations for shared ride/transit network

companies and spaces for delivery vehicles to park safely for short durations.

MOB-1.27: **Sustainable Roadway Expansion.** Monitor the effects of roadway expansion on air, noise, seismic and archeological resources, and nesting habitat.

MOB-1.28: **Coordination with Adjacent Jurisdictions**. Coordinate with adjacent jurisdictions to ensure connected and consistent non-vehicular facilities, including bridges, grade-separate crossings, as appropriate.

Goal MOB-2:

A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.

Policies

MOB-2.1: **Vision Zero.** Strive for the elimination of all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

MOB-2.2: **Context Sensitive Design.** Apply a context sensitive design lens to improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure.

MOB-2.3: **Bicycle Facilities Maintenance.** Increase the safety of bicycle travel by sweeping debris from and repairing bicycle paths and lanes and repairing and restriping worn or damaged surface facilities.

MOB-2.4: **Improved Bikeway Visibility.** Consistent with evolving best practices, upgrade existing bikeways using all means available, such as conflict markings, buffers, rumble strips, and delineators. Use visual cues, such as brightly colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists. Nurture a "share the lane" ethic, prioritizing bikeways with recent automobile-bicycle collisions and those that are routes to school.

MOB-2.5: **Speeds on Residential, Collector, and Arterial Streets**. Implement the current Traffic Calming Program to reduce vehicular speeds through residential neighborhoods with evidence-based best practices, such as enhanced crosswalks, lighted crosswalks, speed cushions, reduced lane widths, and others.

MOB-2.6: **Site Designs and Safety**. Ensure, through the development review process, that development projects follow best design practices to reduce conflicts between multiple travel modes.

MOB-2.7: **Stakeholder Partners.** Partner with public, nonprofit, and community stakeholders to secure dedicated funding for the education and infrastructure needs of the Countywide *Safe*

Routes To School Partnership to provide safe and equitable access for students going by active transportation to local schools.

MOB-2.8: **Bicycle Friendly Community.** Obtain resources to assist with improving bicycle facilities and education for people of all ages and abilities by securing and maintaining status as a Bicycle Friendly Community awarded by the National League of American Bicyclists.

Goal MOB-3:

Support safe evacuation routes in the event of an emergency.

Policies

MOB-3.1: **Parallel North-South Roadway**. Prioritize construction of roadways that provide alternate vehicle access parallel to SR 29 through American Canyon and coordinate continuation of parallel routes outside the city with regional agencies.

MOB-3.2: **Evacuation Routes.** Identify important roadways that would serve as evacuation routes in the event of an emergency.

MOB-3.3: **Natural Hazard Awareness Week.** Coordinate with the American Canyon Fire Protection District to conduct outreach to the community on emergency evacuation routes in the city.

MOB-3.4: **Evacuation Route Obstacles.** Evaluate potential physical conditions that could impede an evaluation route, including overhead utility poles, dead or dying trees, and aging infrastructure.

Goal MOB-4:

Support mobility programs that reduce reliance on fossil fuel.

Policies

MOB-4.1: **Transit Electrification.** Support NVTA in its efforts to electrify the transit fleet.

MOB-4.2: **Municipal Fleet**. Prepare a plan to systematically replace the City's vehicle fleet to electric vehicles.

MOB-4.3: **Effects of New Technologies**. Monitor and evaluate the development of convenient new electric mobility technologies (e.g., scootershare and bikeshare).

MOB-4.4: **Expand Electric Charging Stations**. Evaluate regulatory and incentivized processes and funding mechanisms to streamline installation of new electric vehicle charging stations at the lowest possible cost.

NVTA's bus electrification program supports compliance with the California Air Resources Board's (CARB) proposed Initiative Clean Transit (ICT) regulation. The ICT requires that all California transit systems transition to ZEB technologies by 2040. NVTA's goal is to have a fully electric bus fleet by 2030.

Vine Transit's current electric fleet includes five 30-foot buses and two 40-foot buses.

Source: NVTA

Public Transportation

American Canyon has a variety of public transportation options including fixed route systems and demand-responsive systems as well as local systems and regional systems.

American Canyon Transit

American Canyon Transit (ACT), part of the Napa County Transit (VINE) network operated by the Napa Valley Transportation Authority (NVTA), provides weekday bus service on a 90-minute loop between 7:30 AM and 6:00 PM. ACT operates one main route served by two buses—ACT-1 and ACT-2—as well as a peak service route in the morning. ACT buses may deviate from their scheduled routes to provide on-demand service for seniors and individuals with disabilities, as time permits.

- **ACT-1 (Southbound)** begins service at 6:00 AM on weekdays from the ACT stop on Main Street next to Wal-Mart. It travels southbound via Rio Del Mar and Donaldson Way (shown as the blue route on MOB-Figure 5).
- **ACT-2 (Northbound)** starts service at 10:00 AM on weekdays from the ACT stop at James Street and Crawford Way. It travels east on Donaldson Way and then south on Shenandoah (blue route on MOB-Figure 6).

The **AM Peak Service** includes two morning loops:

1. The first departs the Wal-Mart bus stop at 7:25 AM.
2. The second departs from the Rio Del Mar/Eucalyptus (7-Eleven) stop.

This Peak Service is designated as the “American Canyon High School” route, which is identified on the front of the bus (green route on MOB-Figure 6).

VINE

VINE provides transit services throughout Napa County, complementing ACT routes by connecting American Canyon with neighboring cities. Within the city, two routes—Route 10 and VINE 29—offer local stops.

- **Route 10** (shown in purple on MOB-Figure 6) runs between Napa Valley College in the city of Napa and the city of Vallejo. In American Canyon,

it stops at SR 29/Rio Del Mar and the American Canyon Active Adults Center on Elliot Drive between Knightsbridge Way and Kimberly Drive.

- **VINE 29** (yellow route on MOB-Figure 6) is a commuter express line that runs from Calistoga to the El Cerrito Del Norte BART station and the Vallejo Ferry Terminal. In American Canyon, it stops at the Post Office at SR 29 and Crawford Way.

Both routes operate throughout the week. Additionally, **VINE Go** offers door-to-door service for eligible seniors and disabled individuals.

Goals and Policies

Goal MOB-5:

Support increased public transit to improve mobility, improve air quality, and support efforts to reduce vehicle miles traveled (VMT).

Policies

MOB-5.1: **VMT Thresholds**. Maintain and periodically reevaluate established vehicle miles traveled (VMT) thresholds and Transportation Demand Management (TDM) mitigation requirements for the purposes of environmental review under the California Environmental Quality Act (CEQA). Continue to maintain LOS standards for the purposes of planning and designing street improvements on Green Island Road, Devlin Road, and American Canyon Road.

MOB-5.2: **Existing Transportation Demand Management Efforts**. Continue to support the implementation of existing local and regional efforts to manage traffic demand, such as the Napa Logistics Park trip monitoring program, and employer TDM provisions of the Bay Area Air Quality Management District (BAAQMD).

MOB-5.3: **Support Transit Operation Improvements.** Work with NVTA to expand both ACT and VINE fixed route services, improve operations, and support dedicated bus lanes and/or queue-jump lanes on SR 29 to enhance bus operations by reducing travel time for transit vehicles.

MOB-5.4: **Demand-Responsive Transit.** Support NVTA's demand responsive transit system.

MOB-5.5: **Transit Stops.** Work with NVTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, and other amenities.

MOB-5.6: **Transit Service Funding.** Encourage NVTA to continue to pursue Federal and State funds to subsidize capital and operating costs associated with transit operation in the city.

MOB-5.7: **Future Transit Links.** Consider orienting transit system expansion to link with other potential future commuter bus and/or rail services.

MOB-5.8: **Transit Services Marketing**. Support NVTA efforts to encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

MOB-5.9: **Support VINE Services.** Continue to support the VINE service provided by NVTA.

MOB-5.10: **Transit Supportive Development**. Ensure that new development is designed to make transit a viable transportation choice for residents, including neighborhood centers or focal points with sheltered bus stops; locating medium and high-density development on or near streets served by transit wherever feasible; and link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

MOB-5.11: **Transit for Seniors**. Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.

MOB-5.12: **SB 375 Implementation**. Coordinate with other agencies to implement regional transit solutions as part of the SB 375 Sustainable Communities Strategy.

MOB-5.13: **Park and Ride Facilities**. Continue to encourage additional regional public transportation services and support facilities, such as park and ride lots near Broadway (SR-29).

MOB-5.14: **Effects of New Technologies on Transit Use**. Monitor and evaluate the development of new mobility technologies (such as rideshare, microtransit, and potentially commuter rail transit) and the potential effects on transit demand and the way users access public transit.

Goods Movement

Truck Routes

Truck routes are designed to accommodate heavy commercial, industrial, and agricultural vehicles while minimizing disruptions to local traffic and reducing impacts on residential neighborhoods. Given the significant existing and anticipated light industrial activity in the city's northwest quadrant, it is important to clearly designate truck routes to prevent heavy vehicle intrusion into residential areas.

Green Island Road and SR 29 are the city's designated truck routes. SR 29 currently carries substantial truck traffic and is classified as a terminal access route under the federal Surface Transportation Assistance Act (STAA). Enacted in 1982, the STAA established size and access standards for large trucks—known as STAA trucks—on the National Network, which includes the Interstate System and designated roadways like SR 29.

Rail Transport

Rail transportation in the American Canyon is limited to freight service only. The main rail line is owned by Union Pacific Railroad Company and enters the city from the city of Vallejo parallel to and on the east side of SR 29.

The rail line continues on this trajectory diverting from the SR 29 alignment north of American Canyon Road. North of Napa Junction Road, the railroad line splits into three segments:

- One segment heads northeast parallel to Jameson Canyon Road towards the city of Fairfield.
- Another segment heads northwest under SR 29 and across Green Island Road toward the city of Sonoma.

- The third leg heads north past Napa County Airport, terminating just north of Kennedy Park in the city of Napa. This leg connects to the Napa Valley Wine Train.

The Napa Valley Railroad operates a tourist-oriented passenger train service between the cities of Napa and St. Helena. The Wine Train makes multiple round trips per day between the two cities.

In 2003, the NVTA studied potential passenger rail service from the Vallejo Ferry Terminal north to St. Helena or Calistoga. The Napa/Solano Passenger/Freight Rail Study concluded that passenger rail service could be feasible. However, the service would require a significant subsidy with no current funding source.

In 2019, Sonoma-Marin Area Rail Transit (SMART) completed a Passenger Rail Service Feasibility Study for a 41-mile Novato to Suisun City corridor. This study determined that this corridor is feasible for passenger rail including a potential rail station in American Canyon.

Goals and Policies

Goal MOB-6:

Efficient and safe transport of goods by truck and rail.

Policies

MOB-6.1: **Promote Safe and Efficient Goods Movement.** Promote the safe and efficient movement of goods via truck and rail with minimum disruptions to residential areas.

MOB-6.2: **Promote Railroad Safety.** Maintain safe railroad crossings by coordinating road improvements at rail crossings with the California Public Utilities Commission.

MOB-6.3: **Passenger Rail Service**. Encourage regional transit agencies to evaluate passenger rail service with a station in American Canyon.

MOB-6.4: **Location of Industrial Development.** Continue industrial expansion in the north industrial area to minimize the neighborhood impacts of truck movements.

MOB-6.5: **Secure Truck Parking.** Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas.

MOB-6.6: **Goods Movement Along City Arterials**. Continue to restrict truck traffic through the city to its arterial roadways in order to facilitate goods movement to regional facilities; continue to prohibit truck traffic on residential streets.

MOB-6.7: **Truck Route Signage**. Ensure that clear signage is provided from regional gateways to truck routes in the city.

MOB-6.8: **Truck Route Design**. Incorporate provisions for trucks in the design of industrial collector streets and other designated truck routes. Ensure that truck routes are designed according to California and, where appropriate, STAA standards for intersections and turning movements.

MOB-6.9: **Effects of New Technologies on Goods Movement**. Monitor and evaluate the development of new technologies and trends (such as e-commerce) and the potential effects on the goods movement network (including increased curbside loading demand).

Goal MOB-7:

Improve the mobility system with fiscally-sound financing methods.

Policies

MOB-7.1: **Funding Sources.** Leverage existing available funding methods and sources to fund the transportation system in American Canyon while also researching innovative funding sources at the Federal, State, regional, and county levels.

MOB-7.2: **New Development.** Ensure new development projects contribute their fair share to transportation network improvements and that existing funding commitments are met.

MOB-7.3: **Monitor Funding.** Monitor fee programs and regular funding mechanisms to ensure adequate funding for programmed transportation improvements**.**

MOB-7.4: **Regional Funding.** Maintain standards to qualify for regional transportation revenues and engage regional agencies to provide adequate transportation funding to local jurisdictions.

SR29 American Canyon Multimodal Improvement Project Photosimulation

Implementation Programs

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
A	**Capital Improvement Program** Update the Capital Improvement Program annaually to incorporate necessary circulation system improvements.	MOB-1.1 MOB -1.2 MOB -1.7 MOB -1.8 MOB -1.9 MOB -1.13 MOB -1.18 MOB -1.19	Public Works / City Manager				■	
B	**Update Street Standards** Update the City's street standards based on the complete streets guidelines published by the National Association of City Transportation Officials (NACTO).	MOB -1.1 MOB -1.2	Public Works	■				
C	**Active Transportation Plan** Prepare and update every five years an Active Transportation Plan to replace the Bicyle Master Plan and include pedestrian faclities. The Plan should include a full range of facilities for bicycle travel, including Class I bike/multiuse paths, Class II bike lanes, Class Ill bike routes, and Class IV separated bikeway to provide a continuous system of bikeways trhoughout the city.	MOB -1.6 MOB -1.19 MOB -1.22 MOB -1.23	Public Works	■	■	■		
D	**Update Transportation Impact Analysis (TIA) Guidelines** Update and adopt Transportation Impact Analysis (TIA) guidelines to include VMT and a Multimodal LOS assessment methodology for the evaluation of potential transportation impacts resulting from new development.	MOB -1.2 MOB -1.3	Pbulic Works	■				
E	**Transportation Impact Fee** Maintain and update the transportation impact fee (TIF) program consistent with AB 1600.	MOB -1.18	Public Works					■
F	**Active Transportation Funding** Annually allocate TIF funds for the Active Transportation Plan updates and bikeway design and improvements consistent with the Active Transportation Plan implementation program.	MOB -1.18 MOB -1.19	Public Works					■
G	**Bicycle Use by City Employees** Establish a program to encourage bicycle use among City employees.	MOB -1.6	Public Works		■			

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
H	**Bicyle Facility Development and Maintenance** Prepare and update every five years a bike facility development and maintenance program that includes the following provisions: • signage consistent with according to Caltrans or City standards • lighting where needed; • bicycle paths and lanes on bridges and overpasses; • bicycle-safe drainage grates; • bikeways free of hazards such as uneven pavement or gravel; • merging or crossing signage where bike routes and paths make transitions into or across roadways; • promoting classes on bicycle safety in the schools in coordination with the Napa Valley Unified School District; and • sweeping debris from and repairing bicycle paths and lanes*)*	MOB -1.12 MOB -1.17 MOB -1.19 MOB -2.3 MOB -2.4	Public Works					■
I	**Reserved**							
J	**Pedestrian Crosswalk Installation** Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. While mid-block crossings are discouraged, if conditions warrant and are approved by City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Where possible, pedestrians should be roiuted to grade separated crossings over State Route 29.	MOB -1.6 MOB -1.22	Public Works					■
K	**Pedestrian Connections to Schools** Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings over SR 29.	MOB -1.6 MOB -1.21	Public Works					■

	Programs	Implements Which Policy(ies)	Responsible / Supporting Department(s)	2025 – 2030	2031 – 2035	2036 – 2040	Annual	Ongoing
L	**Vision Zero** Prepare and update every five years a Vision Zero program and install safety countermeasures consistent with the results and recommendations of the Local Roadway Safeway Plan (LRSP).	MOB -2.1 MOB -2.2 MOB -2.2 MOB -2.4	Public Works		■			
M	**Truck Facilities Financing** Prepare an analysis of possible funding sources, including user fees, to help finance truck routes and truck parking areas.	MOB -4-1 MOB -4.2 MOB -4-3 MOB -4.4	Public Works		■			
N	**Railroad Crossing Safety Program** Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted. Participate in railroad safety education, such as Operation Lifesaver activities when offered.	MOB -4-1 MOB -4.2	Public Works					■
O	**New Railroad Crossings** Provide new crossings across the railroad (UPRR) in conjunction with the planned roadway improvements shown on the Circulation System map to ensure at least one cross-town route is maintained in case rail activity interrupts local and regional traffic flow and/or emergency access. New crossings will be at Newell Drive (grade separated); and Rio Del Mar or South Napa Junction Road (initially at-grade, may be grade separated in the future).	MOB -4-1 MOB -4.2	Public Works		■			