

SUPPLEMENTAL REPORTS & COMMUNICATIONS
Office of the City Clerk

City Council of the City of Napa

Regular Meeting

May 17, 2022

FOR THE CITY COUNCIL OF THE CITY OF NAPA

EVENING SESSION:

SUBMITTED PRIOR TO THE CITY COUNCIL MEETING

13. ADMINISTRATIVE REPORTS:

13.A. Pedestrian Block on Main Street

- 1) Email from a concerned citizen received on May 11, 2022.
- 2) Email Jason Kishineff received on May 16, 2022.
- 3) Email from Rebecca Lee received on May 16, 2022.
- 4) Email from Amy Martenson received on May 17, 2022.
- 5) Email from Maureen Trippe received on May 17, 2022.
- 6) Email from Beverly Wiles Shotwell received on May 17, 2022.
- 7) Email from Lowell Downey received on May 17, 2022.
- 8) Email from Kara Vernor received on May 17, 2022.
- 9) Email from Linsey Gallagher received on May 17, 2022.

SUBMITTED DURING THE CITY COUNCIL MEETING

12. PUBLIC COMMENT:

- 10) Handout from Irena Miles received on May 17, 2022.

13. ADMINISTRATIVE REPORTS:

13.A. Pedestrian Block on Main Street

- 10) Email from Susan Wheeler received on May 17, 2022.
- 11) Photos from Alicia Garcia received on May 17, 2022.



Main
Street
2nd to 3rd Street

Presentation

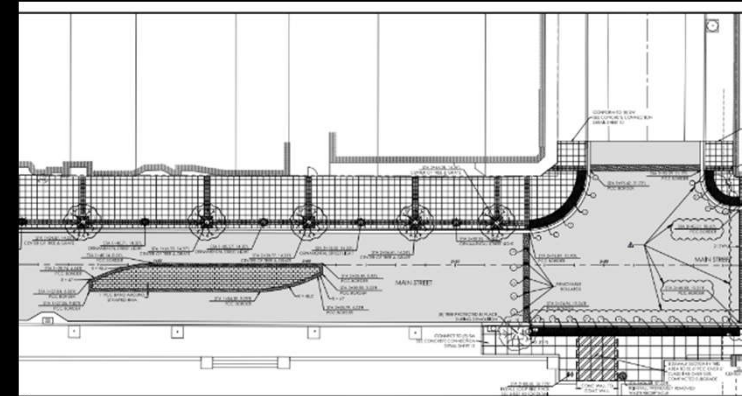


- Background
 - 2019 project completed for streetscape improvements
 - 2020 temporary closure begins
- Considerations for permanent street closure
- Options



Main Street Project

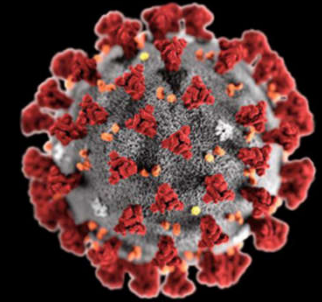
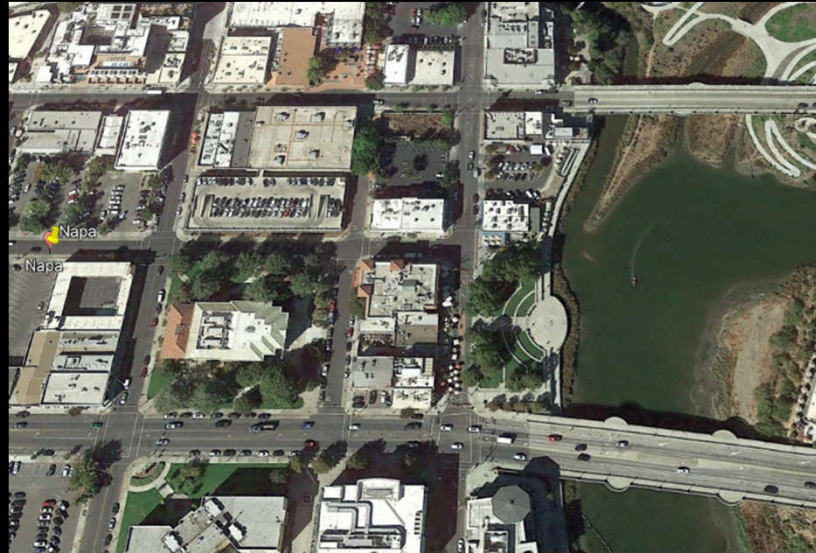
- Council priority—completed 2019
- Sidewalk widened for outdoor dining
- Bollards and loading zone constructed
- Intersection modified
- Project cost approximately \$1.8M+



Public spaces

Main Street in Napa closed for pedestrians, diners

Jennifer Huffman Aug 15, 2020 Updated Oct 2, 2020



Closed to Vehicles August 2020



Legal Context for Temporary Closure of Public Street

- City's ability to close a street is constrained by state law (Vehicle Code Section 21)
- Exception for "Temporarily closing a portion of any street for celebrations, parades, local special events..." (Vehicle Code Section 21101.e):
 - Through the City Manager's Emergency Proclamation, the City Manager authorized the Public Works Director to temporarily close Main Street from 2nd to 3rd Streets
 - Through an Administrative Directive, the Public Works Director directed the implementation of an approved traffic control plan for the street closure
 - The temporary closure has been extended until December 1, 2022 through the City Manager's Emergency Proclamation

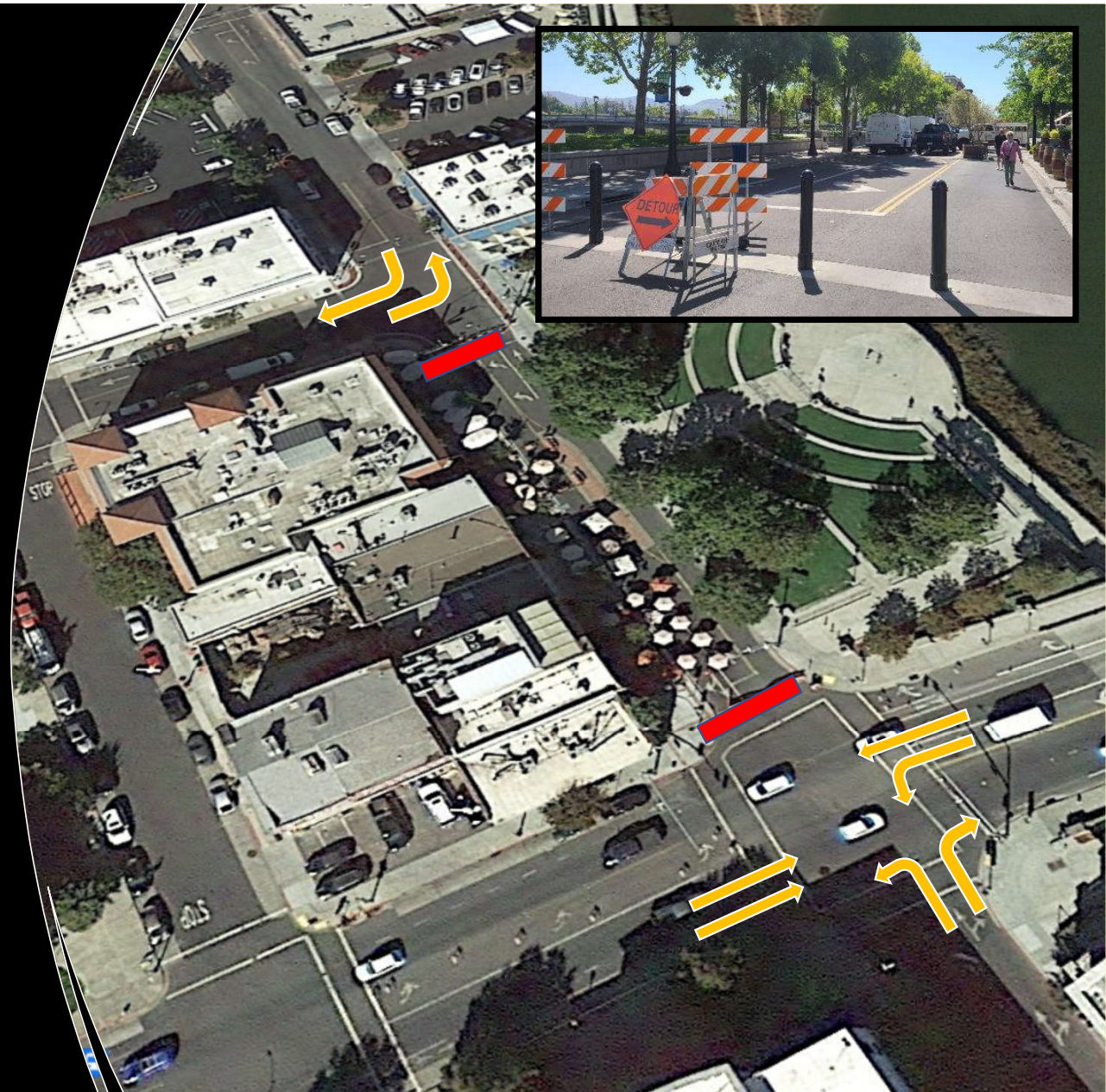
Legal Context for Permanent Closure of Public Street

- Vehicle Code Section 21 places restrictions on the permanent closure of streets
- Pedestrian Mall Law of 1960 (utilized for former Coombs Street Pedestrian Plaza) would be an appropriate legal approach to close the area to traffic



Required Physical Changes if Pedestrian Mall Approved

- Traffic signal modifications
- Striping removal and new striping
- Traffic signage modifications
- Directional signage changes
- Vehicle access control upgrades (visibility & durability)



Required Physical Changes if Pedestrian Mall Approved

- An “abrupt level change” in surface over 4-inches is not allowed per ADA 11B-303.5 (specific exclusion exists for streets)
- Once general street use is transitioned to Pedestrian Mall, exclusion does not apply and the curb line which qualifies as an “abrupt level change” of 6-inches must be modified
- Significant demolition and reconstruction of hardscape is triggered



Street to Pedestrian Plaza Transitions:

Examples for Accessibility & "Placemaking"

- 1. Bend, OR's proposed Minnesota Pedestrian Plaza to be reconstruction with level surfacing, planters, lighting
- 2. San Diego's Gas Light District proposed reconstruction as curb-less plaza surfacing
- 3. Santa Monica's 3rd Street Promenade, 4-inch curbs installed (opposed to their standard 6-inch curbs for roadways) with fountains, planters and other amenities
- 4. Santa Barbara's State Street, developing Master Plan for "holistic and long-term planning document that provides a conceptual layout of the area and an action plan to create "



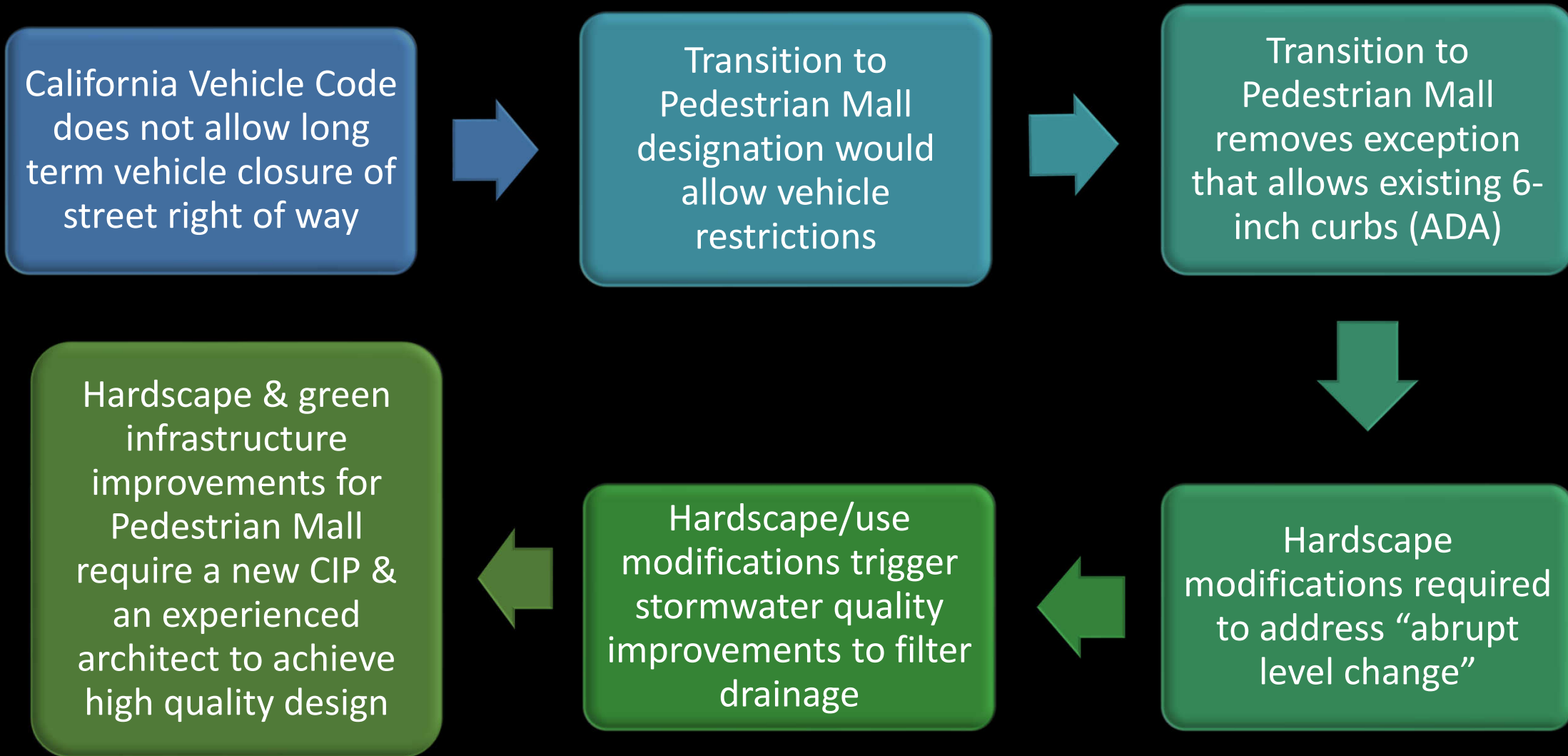
Required Physical Changes if Pedestrian Mall Approved



- Modifications to hardscape and change to pedestrian use trigger new “green infrastructure”
- Stormwater runoff from adjacent rooftops and hardscape required to be filtered
- Substantial area of street would need to be reconstructed as landscaped stormwater treatment facilities



Summary of Requirements



Downtown Circulation/Options for Pedestrian Mall



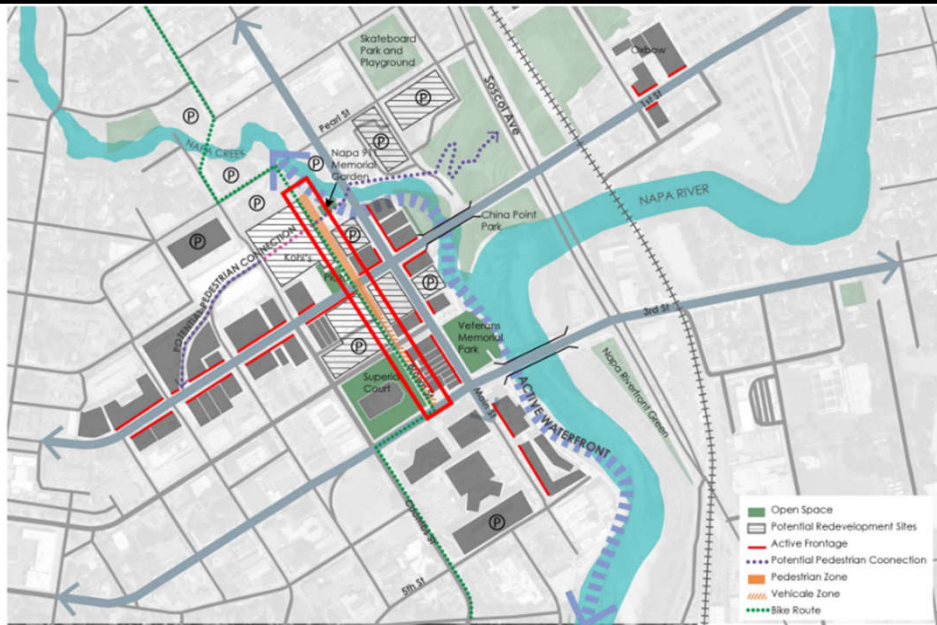
Central Napa Pedestrian Corridor (Brown Street) Project Development Process

- Grant obtained from Caltrans
- Architectural team specializing in public plazas hired
- Interdisciplinary city staff team provided guidance and technical reviews
- Stakeholder group formed including downtown businesses and adjacent property owners, adjacent Napa County offices, Downtown Napa Association, Arts Council Napa Valley, and City's Bicycle and Trails Advisory Commission
- Design meeting/input/review from stakeholders, community meeting, Parks, Recreation and Trees Advisory Commission, and City Council

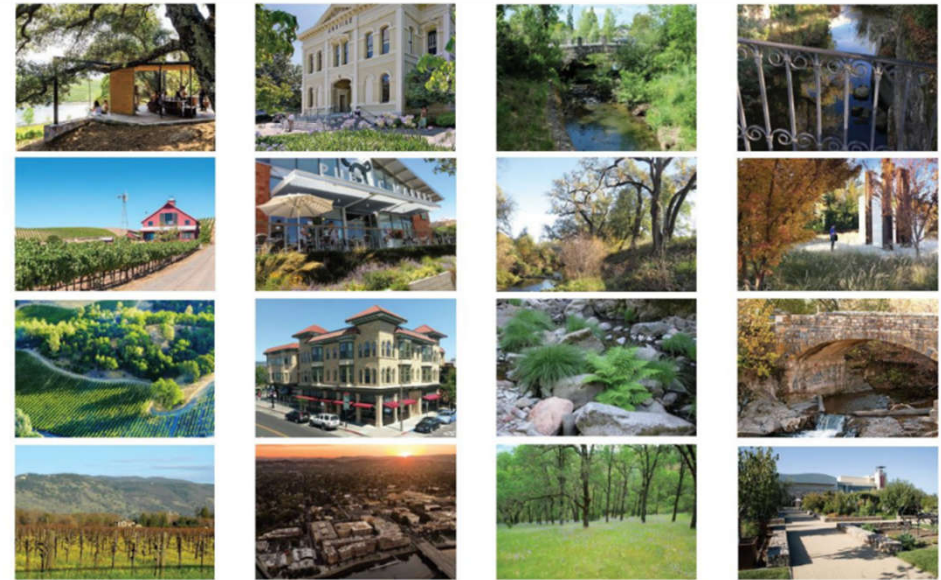
Central Napa Pedestrian Corridor



- 3rd Street to Pearl Street
- Corridor selected for surrounding land use, redevelopment potential of adjacent properties, pedestrian/bike focus without impacting traffic circulation main routes
- “Green Spine” design concept selected as preferred alternative for project



PROJECT AREA IN CONTEXT



AGRICULTURE

+ DISTINCTIVE
TOWN FABRIC

+ RIPARIAN +
OAK WOODLAND
ECOLOGY

+ LOCAL MATERIALS/
TEXTURE

INSPIRATION - UNDERSTANDING THE NAPA CHARACTER

Central Napa Pedestrian Corridor

- Designed for context of Downtown Napa, with consideration of potential redevelopment sites along corridor
- Inspired by local elements to achieve a space that fits the Napa character
- Community input prioritized amenities to activate space with seating and shade, be inviting to families and children, and support small to medium sized events



SOUTH BLOCK



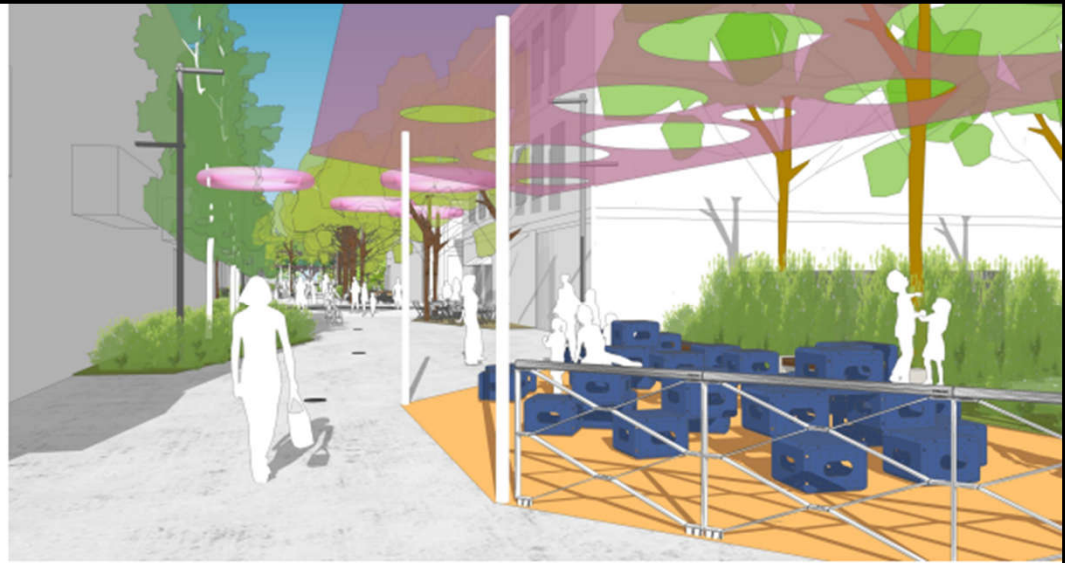
LOOKING NORTH



STREET FAIR



MIDDLE BLOCK



LOOKING NORTH



**POTENTIAL FUTURE PHASE:
PED/BIKE ONLY**



NORTH BLOCK



LOOKING NORTH FROM 9-11 MEMORIAL



LOOKING NORTH FROM DWIGHT MURRAY PLAZA



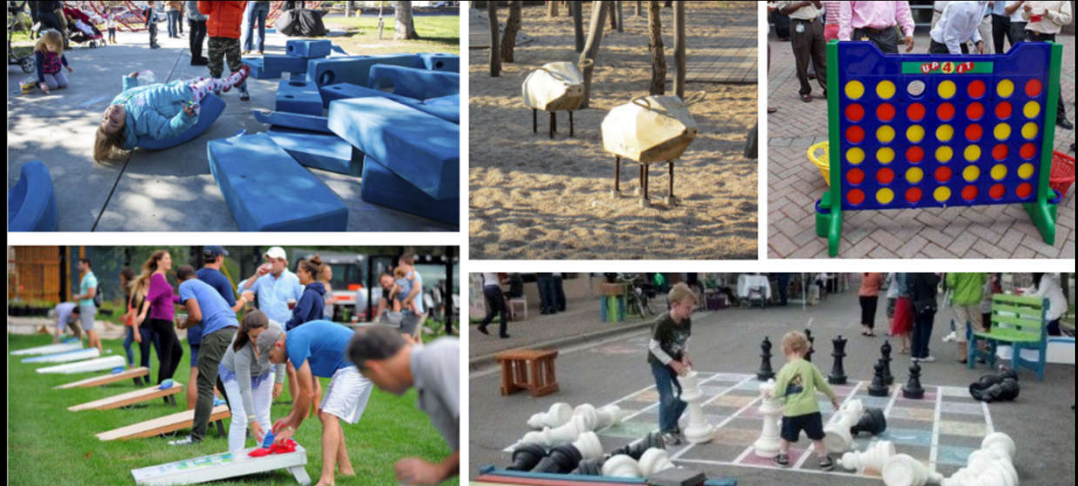
OVERHEAD STRUCTURES - PROVIDING SHADE AND COMFORT



DESIGN CHARACTER - EXPLORING LOOK AND FEEL



PROGRAM - EVERY DAY ACTIVITIES AND EVENTS



PROGRAM - PLAY FOR CHILDREN AND FAMILIES

Central Napa Pedestrian Corridor/Brown Street: Sample amenities for design inspiration and space programming

Considerations/Options

- At the time the City's Emergency Proclamation is terminated, the City is constrained from keeping the public street closed to traffic
- Transitioning Main Street vehicle use to a Pedestrian Mall use would require a new project to develop substantial physical improvements
- Funding necessary to build the improvements is not readily available; therefore, staff recommends reopening Main Street to vehicular traffic and working with businesses on Main Street to reconfigure outdoor dining permits within the sidewalk area
- Options for Future Projects:
 - The City could prioritize the development of Main Street Pedestrian Mall as part of future budgets
 - The City could prioritize the development of the Brown Street Corridor as part of future budgets

Status/Recommendations

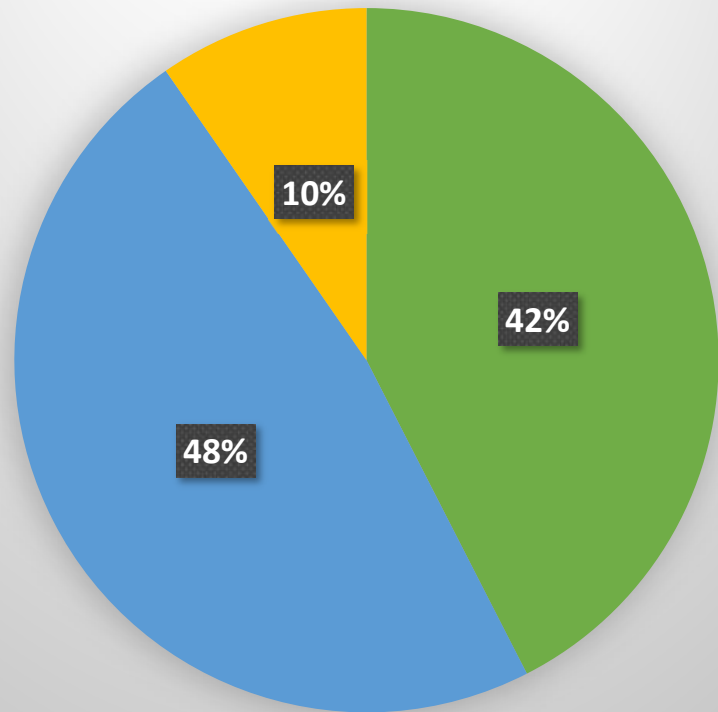
The Main Street temporary closure has been extended until December 1, 2022 to coincide with the planned implementation of an updated parklet program.

Funding is not currently available for a new pedestrian plaza project. A permanent closure of both Main Street and Brown Street to vehicle traffic is not recommended. Staff recommends the City continue to pursue the Central Napa Pedestrian Corridor as a future project.

Questions,
considerations,
& direction to
staff



Capital Improvement Program FY 22/23 General Fund Budget as presented 4/5/2022



- 1. Grant/Finish
- 2. Fix
- 3. Legal/Regulatory

	1. Grant/Finish	2. Fix	3. Legal/Regulatory
Bike Undercrossing	\$550,000		
Trancas Bridge			\$50,000
Bridge Assessment		\$50,000	
Police Range		\$100,000	
Sports Court Resurfacing		\$100,000	
Park Furnishing		\$120,000	
Kennedy Golf Course Backflow			\$75,000
Buhman Park Bank Repair		\$250,000	
	\$550,000	\$620,000	\$125,000
Total	\$1,295,000		

Due to limited funding, projects proposed only cover essential work that falls into three categories. The proposed budget will:

- 1) Fund required grant match & finish priority bicycle & pedestrian connection/safety project
- 2) Repair deteriorated and broken public facilities
- 3) Complete work required for regulatory compliance

CITY OF NAPA
CITY CLERK

2020 MAY 11 AM 10:23

Dear Mayor

Please open ~~the~~ MAIN
street between 2nd & 3RD

It is the only street
blocked & is a major
thoroughfare

Concerned
Citizens

From: Jason Kishineff [REDACTED]
Sent: Monday, May 16, 2022 11:03 PM
To: Clerk <clerk@cityofnapa.org>
Subject: Item 13A

[EXTERNAL]

I have been wondering, for a long time, why this small section of First St has been closed for outdoor eating areas for a couple of restaurants and when it would be re-opened. I find it outrageous that it is up for consideration to keep this section of road closed. For what, two restaurants? It is annoying to not be able turn right on Main St, coming west from Soscol. There are what, 77,000 people that live in Napa? Plus more thousands of tourists, and all of this traffic should not be able to turn into downtown so two restaurants can have tables in the streets? On MAIN Street??? Does this make sense to you? I think this is ridiculous. Open the damn street!

Jason Kishineff

From: R Lee [REDACTED]
Sent: Monday, May 16, 2022 4:44 PM
To: Clerk <clerk@cityofnapa.org>
Subject: Closure 800 Block Main Street

[EXTERNAL]

For inclusion in City Council package Tuesday, May 17, 2022

To Whom It May Concern;

Was the permanent closure of the 800 Main Street block suggested by a City planner or Traffic Engineer expert or was the request made by the restaurants on the block?

The emergency COVID closure enabled welcomed revenue relief to the impacted restaurants. Now, though the restaurants are open again, the increased square footage of the outside space is hard to abandon given the extra revenue generated.

If the restaurants did not have the added revenue expectation, would they want the street closed? The huge negative impact to deliveries and trash pick-up alone would result in a resounding 'no'.

In fact, as evidence of the necessity for delivery services, the City, before COVID, invested in the block to provide a lane for deliveries, wider sidewalks to accommodate tables and pedestrians, and synchronized lights. A block length of parking was eliminated.

Permanent closure of this block, even with the heavily reduced traffic during COVID, has seriously disrupted the traffic flow of downtown. Directing a tourist from Pearl and Main to the Hatt building includes four turns, two of them left turns - one onto Brown, one more dangerous turn off Brown onto 3rd. Even those familiar with the town struggle, sometimes choosing to take the already congested Soscol.

As business continues to pickup, the problem will be exacerbated. And that's for now. What happens in 10-20 years?

Of course, all the same questions of public/private use raised with the parklets exist.

Over the years, Napa has experienced the adverse impacts of street closures, as witnessed by the First Street Mall. Or, cumbersome traffic flows exhibited until recently in the First Street exit from Hwy 29.

Let's learn from those lessons and leave Main Street a Main Street.

Thank you

Rebecca Lee

Owner
[REDACTED]

From: Amy Martenson [REDACTED]

Sent: Tuesday, May 17, 2022 7:30 AM

To: Scott Sedgley <ssedgley@cityofnapa.org>; Steve Potter <spotter@cityofnapa.org>; Bernie Narvaez <bnarvaez@cityofnapa.org>; Clerk <clerk@cityofnapa.org>; Julie Lucido <jlucido@cityofnapa.org>

Subject: Public comment for the May 17, 2022 Napa City Council Meeting Re: Discussion on permanently closing Main St.

[EXTERNAL]

Napa City Council:

As a resident of central Napa, living in the Napa-Abajo neighborhood, I am opposed to the idea of permanently closing Main St., which would do nothing more than benefit a few restaurant owners and those who can afford to and occasionally eat at those restaurants. Meanwhile, the daily experience of local residents would be negatively affected.

Traffic would be permanently disrupted, as residents have to take a detour onto Brown St. to get back onto Main St, and residents would permanently lose parking spaces in the heart of Downtown, which are already in short supply. It would not even benefit pedestrians, because there is nothing to see in the section of Main St. being proposed-- no boutiques, antique stores, art galleries, etc, just a few restaurants.

This trend toward privatizing public resources that benefits the few at the expense of the many is really concerning. Please listen to the staff recommendation, and keep Main St. open.

Sincerely,
Amy Martenson

From: [Mary Lueros](#)
To: [Clerk](#)
Subject: Fwd: Agree about Main Street
Date: Tuesday, May 17, 2022 11:31:19 AM

Begin forwarded message:

From: Maureen Trippe [REDACTED]
Subject: Agree about Main Street
Date: May 15, 2022 at 4:55:43 PM PDT
To: mary@marylueros.com

Mary,

Saw your comments and agree that Main Street feels like an extension of Veteran's Park. Brown Street might've been a good idea years ago, but it doesn't make it the right idea now. Why push pedestrians to a side street that dead ends at a parking garage when you can let them stroll along the river? The river IS the asset.

Hope you are well!
Maureen

https://napavalleyregister.com/news/local/napa-city-council-to-discuss-possibility-of-permanently-closing-portion-of-main-street-to-vehicles/article_1868d9e2-d315-11ec-a6d3-cf1a7aa2b351.html

From: [Mary Lueros](#)
To: [Clerk](#)
Subject: Fwd: Al Fresco Dining - UK
Date: Tuesday, May 17, 2022 11:34:54 AM

Begin forwarded message:

From: Beverly Shotwell [REDACTED]
Subject: Al Fresco Dining - UK
Date: May 16, 2022 at 1:53:33 PM PDT
To: Mary Lueros <mlueros@cityofnapa.org>
Reply-To: Beverly Shotwell [REDACTED]

[EXTERNAL]

Dear Vice Mayor Lueros,

I found a lovely example of the potted plants on wheels as an alternative to unattractive road closure signage. These could be used in between more aesthetically pleasing signage to instruct motorists to avoid the area:

<https://www.gordonramsayrestaurants.com/news-and-press/join-us-for-al-fresco-dining-at-gordon-ramsay-restaurants/>

Warmest regards,

Beverly

Beverly Wiles Shotwell
[REDACTED]

From: [Clerk](#)
To: [Samantha Pascoe](#)
Subject: FW: My opinion on City Streets
Date: Tuesday, May 17, 2022 4:24:05 PM

From: Mary Luros <mluros@cityofnapa.org>
Sent: Tuesday, May 17, 2022 3:35 PM
To: Clerk <clerk@cityofnapa.org>
Subject: Fwd: My opinion on City Streets

Sent from my iPad

Begin forwarded message:

From: Lowell Downey [REDACTED]
Date: May 17, 2022 at 3:28:29 PM PDT
To: "Alessio, Liz" <lalessio@cityofnapa.org>, Bernie Narvaez <bnarvaez@cityofnapa.org>, bpainter@cityofnapa.org, "Sedgley, Scott" <ssedgley@cityofnapa.org>, Mary Luros <mary@maryluros.com>
Subject: My opinion on City Streets

Dear City Council and Mayor,

For what it is worth, I am in favor of reopening Main Street to traffic. This is not the street that should be closed.

If you keep Main Street closed, businesses should be removed from the streets and put back inside their buildings. If you permit businesses to sprawl into the street, they should pay fair rent that is equal to the price they pay inside for the use of public space. The money received from businesses should be given to the public interest.

Regards,

Lowell

Lowell Downey

From: [Clerk](#)
To: [Samantha Pascoe](#)
Subject: FW: About the future of Main Street
Date: Tuesday, May 17, 2022 4:23:23 PM

From: Mary Luross <mluross@cityofnapa.org>
Sent: Tuesday, May 17, 2022 4:16 PM
To: Clerk <clerk@cityofnapa.org>
Subject: Fwd: About the future of Main Street

Sent from my iPad

Begin forwarded message:

From: Kara Vernor <kvernor@napabike.org>
Date: May 17, 2022 at 4:14:09 PM PDT
To: Mary Luross <mluross@cityofnapa.org>
Subject: **About the future of Main Street**

[EXTERNAL]

Hi Mary,

I wanted to send you a brief note about tonight's City Council meeting and the presentation on the possible permanent closure of a segment of Main Street.

While we are still learning about the City's constraints, it's clear that the area would benefit from remaining car-free. **Main Street between 1st and 3rd is one of the three locations with the highest bike/ped collisions in Napa, [a city that already ranks 2nd worst in the state for traffic safety and 6th worst for fatal and injury traffic collisions.](#)** We would like to see both this segment and the pedestrian mall on Brown be car-free areas and prioritized for funding. The current CIP dedicates a very low percentage of funding to bike/pedestrian projects, and if any sort of mode shift is to be achieved, more resources will need to be dedicated to bike/ped facilities. As well, cars have numerous ways to travel north to south in Napa, including Soscol Avenue, which is right across the bridge, Jefferson, California, and 29 to name a few high volume routes, but lower volume mixed-use and residential streets abound as well.

We're not unsympathetic to the challenges of creating bike/pedestrian facilities, but this segment of Main is already closed—folks are already used to it, and businesses and residents have already been able to benefit from it. It makes a lot of sense to stick with what many already are accustomed to and appreciate. It may also help prepare folks for the larger pedestrian pathway along Brown Street as proposed. Going back to the status quo of prioritizing ease and convenience of vehicle access to the downtown area won't progress

the City any closer to goals around climate, walkable and livable streets, and a pedestrian-friendly downtown core.

Thank you for your time.

My best,

Kara

--

Kara Vernor (she/her)

Executive Director

[Napa County Bicycle Coalition](#)

(707) 258-6318

League Cycling Instructor #6818

[Celebrate Bike Month during the month of May!](#)

From: [Mary Luross](#)
To: [Clerk](#)
Subject: Fwd: Visit Napa Valley Statement: Outdoor experiences and their role in Napa Valley's continued economic recovery
Date: Tuesday, May 17, 2022 4:31:26 PM

Sent from my iPad

Begin forwarded message:

From: Linsey Gallagher <linsey@visitnapavalley.com>
Date: May 17, 2022 at 4:29:50 PM PDT
To: Linsey Gallagher <linsey@visitnapavalley.com>
Subject: Visit Napa Valley Statement: Outdoor experiences and their role in Napa Valley's continued economic recovery

[EXTERNAL]

Dear Napa City Council Member:

Visit Napa Valley supports the investment to establish and protect pedestrian zones and outdoor experiences in the City of Napa and throughout the valley. Pedestrian zones and outdoor experiences benefit both our local community and visitors.

As a rural four-season destination, Napa Valley lends itself naturally to socially distancing and *al fresco* experiences. As we've seen over the past two years, our community and visitors enjoy and expect the many attractive outdoor experiences we now offer, such as outdoor music, dining, trails, and recreation. It also, importantly, sets us apart from other destinations – a tangible benefit to our community.

Napa Valley's tourism industry has recovered faster than other California destinations. Our hotel revenues in 2021 reached 98% of 2019 pre-pandemic levels, and the City of Napa is now looking at receiving its biggest Transient Occupancy Tax (TOT) contribution ever in 2022. The new Stanly Ranch property, for example, will generate an estimated \$5 million alone in TOT funds in its first year open that go to the City of Napa's General Fund, not to mention the contributions totaling \$3.5 million they have paid into the housing trust.

Visitors are coming back to Napa Valley, staying longer, and spending more because we came together as a community to champion health and safety; we prioritized outdoor experiences (such as the closure of part of Main Street in Downtown Napa); we took seriously masking, vaccination, and social distancing. We have won back more than our fair share of visitors and we continue to do so. Where other California destinations are still struggling, Napa Valley hospitality industry is returning to pre-pandemic

contributions to the General Fund.

We all recall the tough conversations around the possibility of cutting the City of Napa's Parks & Recreation budget (in addition to other department impacts) in 2020 as a result of reduced TOT revenues and visitor supported sales tax revenues. Thankfully we aren't in that position this year. Our hospitality industry is looking forward to a busy, but sustainable summer travel season, and accelerating recovery of our economic contribution to our cities and towns. Tourism tax revenue through TOT will once contribute at least 30% of the City of Napa's general fund budget.

Help our community and welcome visitors by saying yes to investing in and creating spaces we can all enjoy. **Visit Napa Valley, on behalf of our hospitality industry, supports turning Main Street between 2nd and 3rd streets into a pedestrian zone.**

The tourism industry's contribution to Napa Valley is vital. Here's a look at the numbers that illustrate the impact on Napa Valley.

- Hospitality is the second largest employer in Napa County - behind the wine industry.
- In normal years, the tourism industry injects more than **\$2 billion** into Napa Valley businesses and supports an estimated **16,000 jobs** in the community.
- Overnight hotel guests make up approximately **35% of visitors**, but account for **70% of the spending**.
- Napa Valley's visitors generate **\$85.1 million** in tax revenue that goes to support local services like recreation, public safety, and road improvements. Note: this is revenue is generated by hotel stays that is paid for by visitors, not residents.

Resources:

https://drive.google.com/file/d/1ncgWUURiYAxTDPdDlkgl88ggeMb7u_/view
<https://www.sfchronicle.com/bayarea/article/Tourists-are-finally-coming-back-to-California-17137451.php>
<https://www.visitnapavalley.com/tourism/economic-impact/>
<https://www.visitnapavalley.com/tourism/>

Regards,
Linsey

**Linsey Gallagher · Visit Napa Valley
President and CEO**

1001 Second Street, Suite 330 Napa, CA 94559
Direct: (707) 492-3099 · Mobile: (415) 609-6112
Linsey@VisitNapaValley.com · VisitNapaValley.com
[FACEBOOK](#) · [TWITTER](#) · [INSTAGRAM](#) · [PINTEREST](#) · [BLOG](#)

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Item 12
5/17/2022
City Council mtg
Submitted by: Irena Miles

Beecham Street and Court
Update on long term parking

Safety : Due to parking on Pueblo/Beecham on all four portions of the corners, driving from Beecham on to Pueblo is a hazard due to blind spots.

We recently had a car park in front of a fire hydrant for over 24 hours.

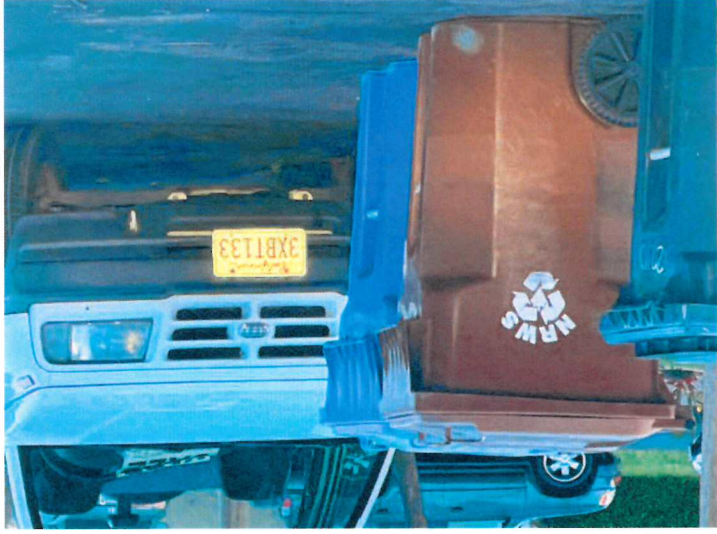


Photo taken March 24 5:30AM, Pueblo heading east to Soscol. On the right you can see the "No Parking" and yet the street is lined with cars.

To show you that the red tag system is not a deterrent we have two cars that continue to use our neighborhood for long term parking.



This Kia, has been red tagged in this exact location on 3/8. It sat here from 3/17-3/22 reported to city. Currently parked here from since 5/13/22. On May 10, I observed the Kia park in our neighborhood at 5:30. The driver was picked up by a black ford truck. Because I was in my car, I was able to follow them down Pueblo and across Jefferson. So the drivier lives over a mile away.



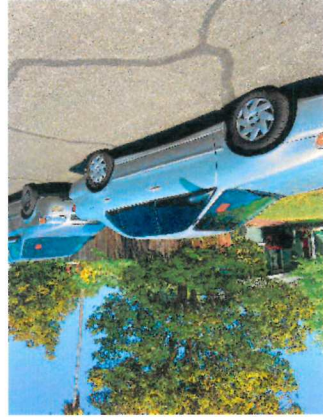
This Geo Tracker is back in the same location it was red tagged on 3/2. It quickly moved to Pueblo where it was red tagged again. It was here from 5/1-5/5. It was reported at that time. The Geo moved to Pueblo same location it was tagged. It is back on Beecham Street.



These two photos show the situation May 14, 2022. From left to right, white car two weeks no movement, blue car one week no movement. Skip third white car. Silver truck and small compact both parked for entire weekend. None of these belong to the neighborhood.

The owners have two cars in the driveway. They have disabled twins under the age of 2. It is common for one grandparent to help with childcare. The grandparent owns the third white car. The grandparent's car is in front of the mailbox. In this situation the mailman will not deliver the mail.

This family has no street parking in front of their home.



The Van was parked Beecham Court for over a month. The neighbors submitted notifications for 4 weeks. Red tagged 4/27. On 4/28 the tag was removed and the van moved 10 feet. This incidental move started the whole process. The van has moved an is now parked on Pueblo. This has happened a number of times where a car is tagged and within 4-16 hours it moves incrementally. We have observed some Drivers spending time at one of our neighbors home. This leads us to Believe the neighbor is watching the cars while the owners are absent.

We are asking for Councils help minimize the park-n-ride/long term car storage our neighborhood has become. Although some may feel the problem is due to too many cars, the truth is car owners have decided that the 72hour rule does not pertain to them. There is no deterrent to their behavior.

From: [Susan Wheeler](#)
To: [Clerk](#)
Subject: Parklet on Main between 2nd and 3rd Streets
Date: Tuesday, May 17, 2022 10:36:31 PM

[EXTERNAL]

I don't know the agenda number, but the Napa Register, today, said that it would be on the agenda tonight.

The issue is whether to reopen Main Street to through traffic between Second Street and Third Street. There are a number of expensive improvements which are needed to comply with the Americans with Disabilities Act if you want to change the status of the street to become pedestrians only.

In my opinion, keeping this street, with its park and river view closed to automobiles would be an investment in Napa's future.

I think you could get a lawyer to draft a short term loan from city funds that are designated for other purposes, put out a "bum bucket" in the businesses on that block with a sign that says "Unless we raise x amount of dollars by such and such a date, this road will become open to through traffic on this (future date)."

If that does not work, stop the work of complying with ADA and open the road; But at least give it a chance.

Susan Wheeler

Napa

