

**SUPPLEMENTAL REPORTS & COMMUNICATIONS II**  
**Office of the City Clerk**

**City Council of the City of Napa**  
**Regular Meeting**

**May 19, 2020**

**FOR THE CITY COUNCIL OF THE CITY OF NAPA:**

**EVENING SESSION:**

**11. PUBLIC COMMENT:**

- Email and attachment from Cynthia Deutsch received on May 19, 2020.
- Email from Brandon Alves received on May 19, 2020. \*
- Email from Sherly Mitchell received on May 19, 2020. \*
- Email from Patty Baring received on May 19, 2020. \*
- Email and attachment from Bayard Fox received on May 19, 2020. \*
- Email from Margaret Smetana received on May 19, 2020. (\*Please note that this email was not read into the record because it was received after the public comment period closed).

**12. ADMINISTRATIVE REPORTS:**

**12.A. Fund Balance Workshop.**

- Email from Lisa Cody received on May 19, 2020. \*
- Email from Bond Mendez received on May 19, 2020. \*
- Email from Patty Baring received on May 19, 2020. \*

***\*EMAIL OR HANDWRITTEN COMMENTS WILL BE READ INTO THE RECORD BY CITY STAFF  
DURING THE MEETING.***

**From:** [Mary Lueros](#)  
**To:** [Clerk](#)  
**Subject:** Fwd: I Support Slow Streets Program  
**Date:** Tuesday, May 19, 2020 6:13:55 PM  
**Attachments:** [Slow Streets Memo - May 2020 FINAL.pdf](#)  
[ATT00001.htm](#)

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Mary Lueros  
[MLueros@cityofnapa.org](mailto:MLueros@cityofnapa.org)

Begin forwarded message:

**From:** Cynthia Deutsch [REDACTED]  
**Date:** May 19, 2020 at 5:52:21 PM PDT  
**To:** Jill Techel <[jtechel@cityofnapa.org](mailto:jtechel@cityofnapa.org)>  
**Cc:** Doris Gentry <[dgentry@cityofnapa.org](mailto:dgentry@cityofnapa.org)>, Scott Sedgley <[ssedgley@cityofnapa.org](mailto:ssedgley@cityofnapa.org)>, Mary Lueros <[MLueros@cityofnapa.org](mailto:MLueros@cityofnapa.org)>, Liz Alessio <[lalessio@cityofnapa.org](mailto:lalessio@cityofnapa.org)>, Patrick Band <[pband@napabike.org](mailto:pband@napabike.org)>  
**Subject:** I Support Slow Streets Program

[EXTERNAL]

Dear Mayor Techel & Councilmembers,  
As a member of the Napa Bike Commission, I support the request from the Napa County Bicycle Coalition to designate some streets as "Slow Streets" to encourage biking and walking in areas outside our current paths and parks (which are becoming crowded).

Cindy Deutsch CSW  
[REDACTED]

----- Forwarded message -----

**From:** Patrick Band <[pband@napabike.org](mailto:pband@napabike.org)>  
**Date:** Fri, May 15, 2020 at 4:52 PM  
**Subject:** Request for Adoption: Slow Streets Program  
**To:** Techel, Jill <[jtechel@cityofnapa.org](mailto:jtechel@cityofnapa.org)>  
**Cc:** Gentry, Doris <[dgentry@cityofnapa.org](mailto:dgentry@cityofnapa.org)>, Sedgley, Scott <[ssedgley@cityofnapa.org](mailto:ssedgley@cityofnapa.org)>, Lueros, Mary <[mlueros@cityofnapa.org](mailto:mlueros@cityofnapa.org)>, Liz Alessio <[lalessio@cityofnapa.org](mailto:lalessio@cityofnapa.org)>

Mayor Techel & Councilmembers,

The Napa County Bicycle Coalition would like to formally request that the City of Napa adopt a "Slow Streets" program, to provide increased safety and accessibility to recreation and active transportation opportunities throughout the City during the current crisis.

Attached is a memo we have prepared that provides an outline of what a Slow Streets program might look like, as well as links to resources from other communities which have adopted these programs in recent weeks and months. To date, an estimated 90+ communities across the United States have adopted such a program.

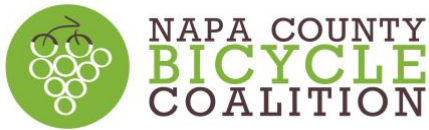
We have shared an earlier draft of the document with City staff, and have begun initial discussions regarding implementation and lessons learned from other jurisdictions.

Due to the ongoing increased use of our parks, trails and outdoor spaces, and the likelihood that increased walking and biking will continue or further increase as we approach the end of the school year, we respectfully request your support in moving this proposal forward as soon as possible.

I am happy to answer any questions you may have about our proposal for Napa specifically, or discuss what we have learned about Slow Streets programs in other communities.

--

Patrick Band  
Executive Director, Napa County Bicycle Coalition  
O: (707) 258-6318. C: (707) 319-1538  
[www.NapaBike.org](http://www.NapaBike.org)



May 15, 2020

**Slow Streets Napa County**  
**Request for Program Adoption**

**TO:** To Whom it May Concern

**SUBJECT:** Adoption of Slow Streets Program during COVID-19

**FROM:** Patrick Band, Executive Director

**Background:**

The Napa County Bicycle Coalition is formally requesting that the City of Napa and other local municipalities adopt a “Slow Streets” program, which has been successfully implemented in nearly a dozen Bay Area communities with positive results.

Since the Governor’s emergency declaration on March 4, 2020, and the subsequent Shelter at Home order by the Napa County Public Health Officer, our streets have seen a tremendous reduction in vehicle traffic. At the same time, the number of local residents using streets and trails for outdoor recreation and transportation has skyrocketed. During the month of April, use along the Napa Valley Vine Trail at the Tulocay Creek Bridge increased by 88% year-over-year, based on automated bike/ped counter data. Similar increases in walking, running, and bicycling have been seen throughout Napa Valley.

Adoption of a Slow Streets program would support safe, accessible recreation and transportation for Napa residents and provide more space for social distancing by closing a series of identified streets to through traffic. Such a program is also intended to encourage continued active transportation use even as Napa County enters deeper levels of Phase 2 re-opening. By providing safe corridors for outdoor activities by local residents, we will be supporting community health and wellbeing. The ability to encourage more active transportation for everyday errands may also have measurable benefits to GHG reduction, by keeping vehicles off the roads.

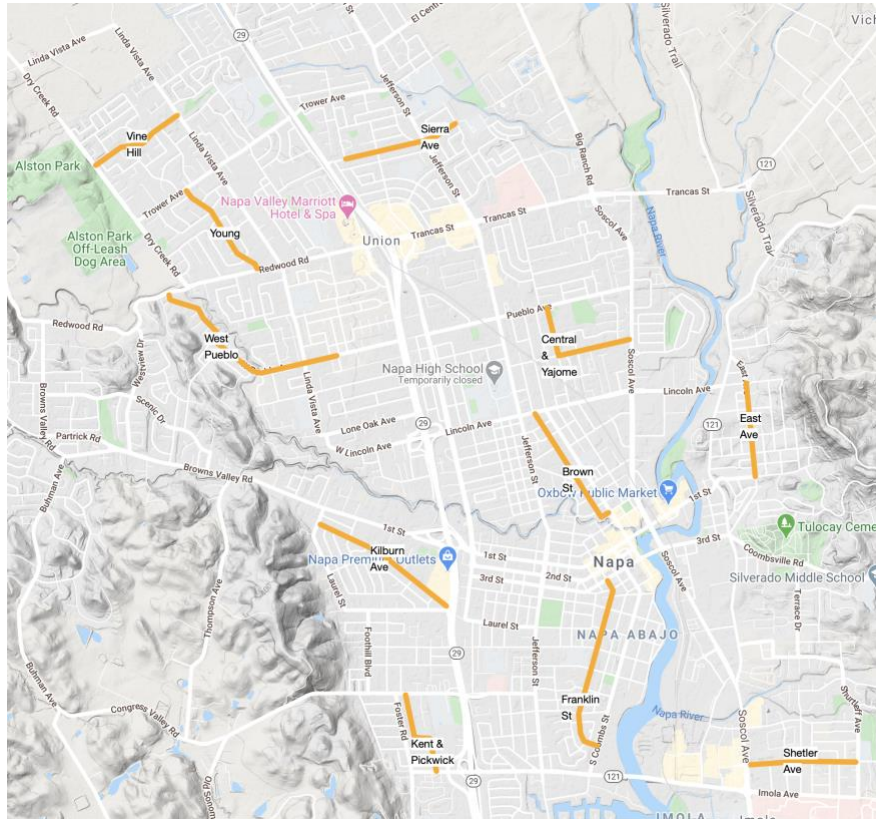
**Implementation Framework:**

The Napa County Bicycle Coalition has developed a list of streets which we feel meet the broad criteria necessary for a successful Slow Streets program. Our staff have considered numerous factors, including:

- Designated Truck & Transit Routes – The majority of proposed streets avoid designated truck and NVTa Vine Transit routes, to limit potential conflicts with heavy vehicles.
- Zoning & Land Use – Focusing on residential streets while avoiding major destinations (such as grocery stores or other retail) on the proposed Slow Streets corridor. At the same time, proposed streets prioritize access to community destinations such as parks and shopping, to further encourage active transportation uses.
- Existing or Planned Bicycle Facilities – Nearly all proposed streets have existing or proposed bicycle facilities. Our hope is that the Slow Streets program will help support long-term community awareness of active transportation uses on these corridors.

An interactive map of possible “Slow Streets” facilities has been posted online at: <https://caltopo.com/m/M7EB>.

Below is a screenshot of the corridors which meet our initial criteria.



### **Example Jurisdictions:**

As noted previously, dozens of cities across the Bay Area and the United States have recently adopted Slow Streets programs, with some cities already planning for some streets to retain this classification permanently. [This spreadsheet](#) lists nearly all jurisdictions with an adopted Slow Streets program. A select number of cities are also listed below, with links to websites for more information about the program in that city.

- [Alameda, CA](#)
- [Boston, MA](#)
- [Foster City, CA](#)
- [Redwood City, CA](#)
- [New Orleans, LA](#)
- [New York, NY](#)
- [Oakland, CA](#)
- [Portland, OR](#)
- [Providence, RI](#)
- [San Diego, CA](#)
- [San Francisco, CA](#)
- [Seattle, WA](#)
- [Tucson, AZ](#)
- [Vancouver, BC](#)

**From:** [Brandon Alves](#)  
**To:** [Clerk](#)  
**Subject:** COMMENT TO COUNCIL FOR MAY 19, 2020 MEETING - PLEASE READ  
**Date:** Tuesday, May 19, 2020 6:26:58 PM

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[EXTERNAL]

Hello,

I have been informed that "The city will "not" give a commitment to save any positions as a result to concessions..."

Is this true that funds saved via concessions will not be used to save positions? If so, then what would the savings go to?

If concessions are agreed upon, is there a way for them to be effective after the layoffs so that the folks that are being laid off aren't enduring a reduced pay right before receiving their final paychecks?

Thanks for your time and consideration.

**City Council Meeting**  
**5/19/2020**  
**Supplemental II - 11. Public Comment**  
**From: Sheryl Mitchell**

**From:** [Mitchgirl](#)  
**To:** [Clerk](#)  
**Subject:** Please read into record May 19, 2020 thank you  
**Date:** Tuesday, May 19, 2020 7:21:34 PM

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[EXTERNAL]

Hello,

I am a home owner in Napa and have learned about the possible doom of a branch of the Parks and Recreation division. I feel cutting that group would make Napa a less desirable place to visit and live. That group works hard to make every event they cater enjoyable. Please reconsider and look at other cost saving options.

Respectfully,

Sheryl Mitchell

**From:** [Patricia Baring](#)  
**To:** [Clerk](#)  
**Subject:** Please read  
**Date:** Tuesday, May 19, 2020 7:33:15 PM

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Good evening Madame Mayor and members of the city Council. thank you for taking the time to read our messages today. we really appreciate it. we are very grateful to have you guys at the Dias representing.

I am highly offended that this is even an issue right now when there are several larger counties that are not even considering layoffs at this point yet this is the first thing that WE go to here which proves that this is something that has been in this city's agenda since the beginning. can you explain the funds that have not been allocated for?

I am highly offended that this is even an issue right now when there are several worse off counties that are not even considering layoffs at this point yet this is the first thing that we go to here. At a city that we consider to be respectable of our associates. This proves that this is something that has been in the city's agenda since the beginning.

Because I accidentally expressed some emotion at my last city Council meeting all of a sudden. Amp employees even couldn't be an expression for our people now. Not a single NCEA member is being allowed to speak on behalf of these people.

Do we need 4 City managers at the expense of potentially 6 parks workers?

Now that I see Fire and POlice don't care for their brothers and sisters, I can see why you wouldn't care for the lesser employee.

Patty Baring.

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**From:** [Bayard Fox](#)  
**To:** [Clerk](#)  
**Subject:** comments for the city council May 19th meeting - please read  
**Date:** Tuesday, May 19, 2020 9:10:15 PM  
**Attachments:** [Slow Streets comment to Napa City Council.docx](#)

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[EXTERNAL]

COMMENT TO COUNCIL FOR MAY 19, 2020 MEETING—PLEASE READ

For: Public Comment

From: Bayard Fox, 3110 Encanto Dr., Napa

To start, I commend you and your staff for the hard work the pandemic has created. The challenges are multitude and we must coalesce and create the best path forward.

I have had the good fortune to walk and bike around the downtown area during the past 2 months and it has been a real delight to have a relatively quiet road, mostly void of cars. People are taking advantage of the improved biking environment, getting out, breathing fresher air and slowing down to enjoy our downtown. I urge you to consider changing our car paradime to a healthier, climate responsible solution that will actually increase foot traffic to our shops and restaurants. The program is “Slow Streets” proposed by the Napa County Bicycle Coalition. Promoting “slow Streets”, biking and walking in general will improve all quality of life. Slow Streets will promote active transportation and reduce GHG emissions at a very low cost which would be offset by increased revenue to shops and restaurants.

Please read these two articles proving the increase in pedestrian traffic and subsequent increase in revenues.

<https://globaldesigningcities.org/publication/global-street-design-guide/streets/pedestrian-priority-spaces/pedestrian-only-streets/pedestrian-streets-case-study-stroget-copenhagen/>  
[https://www.theatlantic.com/health/archive/2020/05/open-the-streets/611470/?utm\\_campaign=the-atlantic&utm\\_medium=social&utm\\_source=facebook&fbclid=IwAR1gg8IY-WXOi6U2D-RRpkgxJtHso90GIxRcGjZKW3WN-oVcHo\\_d0LNsT3k](https://www.theatlantic.com/health/archive/2020/05/open-the-streets/611470/?utm_campaign=the-atlantic&utm_medium=social&utm_source=facebook&fbclid=IwAR1gg8IY-WXOi6U2D-RRpkgxJtHso90GIxRcGjZKW3WN-oVcHo_d0LNsT3k)

Good luck, be safe and well

Thank you.  
Bayard Fox

051920 Slow Streets comment to Napa City Council

COMMENT TO COUNCIL FOR MAY 19, 2020 MEETING—PLEASE READ

For: Public Comment

From: Bayard Fox, [REDACTED], Napa

To start, I commend you and your staff for the hard work the pandemic has created. The challenges are multitude and we must coalesce and create the best path forward.

I have had the good fortune to walk and bike around the downtown area during the past 2 months and it has been a real delight to have a relatively quiet road, mostly void of cars. People are taking advantage of the improved biking environment, getting out, breathing fresher air and slowing down to enjoy our downtown. I urge you to consider changing our car paradime to a healthier, climate responsible solution that will actually increase foot traffic to our shops and restaurants. The program is “Slow Streets” proposed by the Napa County Bicycle Coalition. Promoting “slow Streets”, biking and walking in general will improve all quality of life. Slow Streets will promote active transportation and reduce GHG emissions at a very low cost which would be offset by increased revenue to shops and restaurants.

Please read these two articles proving the increase in pedestrian traffic and subsequent increase in revenues.

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[https://www.theatlantic.com/health/archive/2020/05/open-the-streets/611470/?utm\\_campaign=the-atlantic&utm\\_medium=social&utm\\_source=facebook&fbclid=IwAR1gg8IY-WXOi6U2D-RRpkgxJtHso90GlxRcGjZKW3WN-oVcHo\\_d0LNsT3k](https://www.theatlantic.com/health/archive/2020/05/open-the-streets/611470/?utm_campaign=the-atlantic&utm_medium=social&utm_source=facebook&fbclid=IwAR1gg8IY-WXOi6U2D-RRpkgxJtHso90GlxRcGjZKW3WN-oVcHo_d0LNsT3k)

Good luck, be safe and well

Thank you.

Bayard Fox

**From:** Margaret Smetana  
**To:** [Clerk](#)  
**Subject:** COMMENT TO COUNCIL FOR MAY 19, 2020 MEETING – PLEASE READ”  
**Date:** Tuesday, May 19, 2020 9:10:54 PM

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[EXTERNAL]

Good Morning,

I'm writing to lend my support to the proposed "Slow Streets" program suggested by the Napa County Bicycle Coalition.

This is a common sense, traffic-calming strategy being tried successfully by a number of Bay Area cities and around the country to limit traffic, reduce speeds and create more space for pedestrians and cyclists.

I ride my bike with a friend or two around the City of Napa and with groups for fundraisers. I moved downtown in order to be able to walk to local businesses, parks and other activities to get out of my car and reduce green house gas emissions. Both walking and biking has changed for the better in recent months.

The tremendous reduction in car traffic and increase in walkers and cyclists during the Shelter in Home order has painted a future picture of healthy, slower, less stressful and safer transportation options in our community. In my own experience and that of my friends, the slower traffic patterns and presence of folks of all ages, walking as a family or jogging or cycling at different times throughout the day has changed the whole atmosphere of being outdoors to be more pleasant and less hectic and dangerous.

My understanding is that simple signs and cones can be used to divert through traffic and slow down overall speeds. The California Vehicle Code states that motor vehicles still have right-of-way in the street, but these simple strategies are designed to improve safety for people who are walking, jogging and biking. Access to driveways and deliveries will be maintained for residents and businesses.

The most critical and forward-looking benefit of a Slow Street Program is building a new green culture that is not so car-dependent. We need to forge a path toward our greenhouse gas reduction goals to avert the unimaginable impacts of climate change unchecked. We can do this in Napa and in so doing, join others in California, cities around the country and the world; it won't be the first time Napa has shown it's vision and leadership. Let's do it again!

Thank you for your attention.

Margret Smetana  
[REDACTED], Napa

**From:** [Lisa Cody](#)  
**To:** [Clerk](#)  
**Subject:** FW: COMMENT TO COUNCIL FOR MAY 19, 2020 MEETING – PLEASE READ ITEM 12A-please use this statement  
INSTEAD  
**Date:** Tuesday, May 19, 2020 9:01:41 PM

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[EXTERNAL]

Sorry meant to say read this one instead not too.. sorry

There are reserves in other funds that are assigned to other purposes; those reserves don't HAVE to be spent on Information technology, not spent on fleet management, the money is assigned...the council can reassign that money....reserves exist in almost every single fund the city has...some portion of those reserves could go back to the general fund for keeping employees—let's be clear that is a choice Council can make...

"appropriated" is not "restricted"

"committed" is not restricted

"assigned" is not restricted

What is your estimate for General fund expenditures for FY 19/20 and 20/21?

You provided exact estimates for revenues...Please provide estimations for expenditures...finance staff protested to the Union that we did not give them a chance to estimate expenditures for this fiscal year and next. HERE IS your opportunity...please do so now. Just ballpark it...you have been very, very specific with revenue drops...time to be specific about any revised estimates of expenditures.

Do funds in the non-recurring general fund fit the definition of unassigned fund balance? Yes or no

Can those funds be used for any purpose? Yes or no?

According to CAFR 2019, p. 18, the City reports that all resources in the Capital Projects Fund are "restricted or committed for specific capital improvement programs." p. 18, 2019 CAFR

Yet, data provided to the Union on May 19, 2020, shows a balance of \$6,378,943 in an unreserved undesignated account in the CIP fund. According to the data provided to the union by the city, the balance of 6.38 million in the capital fund is "currently used as a contingency to address the minimal amount of funding flexibility that exists in all CIP programs."

How long has the 6.38 million been sitting in that unreserved undesignated account? Will the City provide a fund balance sheet for this same fund from last year, the year before, etc.

According to finance staff, "the 6 million there is not specific...it's the flow. It represents the flow in and out of there of those funds and all of those expenditures...it is not like that you can say identify specifically 500,000 of that goes to this project and so on."

The City preps the financials for the auditor according to the auditor.

Question: Does the auditor personally examine all the special fund balances individually or does the city provide fund balances for special fund accounts?

Does the auditor personally examine those balances or use reports provided by the City on special funds?

**From:** [Bond Mendez](#)  
**To:** [Clerk](#)  
**Subject:** Please Read  
**Date:** Tuesday, May 19, 2020 9:02:57 PM

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Good evening Mayor and City council members,

My name is Bond Mendez, Assistant Planner with the Community Development Department. I would like to speak about E3. Working for a public jurisdiction, I have never felt more involved, acknowledged and appreciated in any other jurisdiction than with Napa. It wasn't until E3 where I felt like the City really cared about each and every employee's voice. I'd like to use my voice tonight. Every day, every staff meeting, every opportunity possible, we are encouraged to incorporate the principles of E3 into our work lives. One of those principles is the passion and purpose statement. Across the board, I believe we can all agree that "community" is both a passion and a purpose, and that community includes city employees. Tonight I encourage you to reflect on the community you not only wish to serve, but those who also wish to continue serving the City. I encourage you to incorporate the ideology of the E3 culture. Don't talk about it, be about it. I hope you not only hear us but consider us to maintain the people we have, the community we serve, the City we are known to be. Thank you.

**From:** [Patricia Baring](#)  
**To:** [Clerk](#)  
**Subject:** Please Read  
**Date:** Tuesday, May 19, 2020 9:11:02 PM

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Things have not looked well for any party at this point yet here we are still fighting for what we believe in. I am so sorry that police and fire you do not feel the need to help their brothers and sisters but at the end of the day it is what it is when it comes to the service that we give our community. At the end of the day we are here for a reason we have a commitment to serve and we are here to help you serve for your community.

Please don't take that only privilege that we have and disperse it to this nonsense that we call helping everybody else.

We know that fire and police do not care for their brothers and sisters, so at the end of the day the rest of us have to care for us even more. Let's be clear that you have the choice to really make The City work for what it's worth for or let the finance manager handle what he thinks he can. I am no finance manager but I have worked in finance for 13 years I don't know how long he has been in finance but I know that people do not equal dollars and that is bottom line.

Patty Baring

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