CITY OF NAPA

955 School Street
Napa, CA 94559
www.cityofnapa.org

MEETING MINUTES - Draft

CITY COUNCIL OF THE CITY OF NAPA

Mayor Scott Sedgley
Vice Mayor Mary Luros
Councilmember Liz Alessio
Councilmember Bernie Narvaez
Councilmember Beth Painter

Tuesday, May 3, 2022 | **3:30 PM** | **City Hall Council Chambers**

3:30 PM Afternoon Session
6:30 PM Evening Session

3:30 P.M. AFTERNOON SESSION

1. CALL TO ORDER: 6:35 P.M.

1.A. Roll Call:

Present: 5 - Councilmember Alessio, Councilmember Narvaez, Councilmember Painter, Vice Mayor Luros, and Mayor Sedgley

2. AGENDA REVIEW AND SUPPLEMENTAL REPORTS:

City Clerk Carranza announced the following supplemental items:

Item 7.C.: PowerPoint Presentation by City staff.

Item 7.D.:
- PowerPoint Presentation by City staff.
- Emails from James Rosen, Rebecca Lee, and Craig Smith of the Downtown Napa Association.

(Copies of all supplemental documents are included in Attachment 1)

3. SPECIAL PRESENTATIONS:

3.A. 91-2022 Historic Preservation Month

Mayor Sedgley and Councilmembers read the proclamation. Napa County Landmark's Board of Directors, John Sensenbaugh and Shari Kamimori received the proclamation and provided remarks.

3.B. 118-2022 Proclaim May 2022 as Jewish American Heritage Month

Mayor Sedgley and Councilmembers read the proclamation. Niles Goldstein, Rabbi at Congregation Beth Shalom, received the proclamation and provided remarks.

3.C. 151-2022 National Bike Month and Bike to Work and School Day

Mayor Sedgley and Councilmembers read the proclamation. Kara Vernor, Napa County Bicycle Coalition Executive Director, received the proclamation and provided remarks.

4. ADMINISTRATIVE REPORTS:

4.A. 154-2022 COVID-19 Financial Update, May 2022

Dr. Robert Eyler provided the report via video conference.

Mayor Sedgley brought the discussion back to Council. Dr. Eyler responded to Council questions.

There were no requests to speak from the public.

5. PUBLIC COMMENT: None.

6. CONSENT CALENDAR:

Approval of the Consent Agenda

A motion was made by Vice Mayor Luros, seconded by Councilmember Painter, to approve the Consent Agenda. The motion carried by the following vote:

Aye: 5 - Alessio, Narvaez, Painter, Luros, and Sedgley

6.A. 156-2022 City Council Meeting Minutes

Approved the April 19, 2022 Regular Meeting Minutes.

6.B. 157-2022 Farmers Market

Approved the second reading and final passage, and adopted Ordinance O2022-006 amending Napa Municipal Code Title 5 to repeal Chapter 5.24 "Farmers' Markets".

Enactment No: O2022-006

6.C. 158-2022 Escheatment of Unclaimed Funds

Adopted Resolution R2022-032 approving the escheatment of unclaimed funds, which results in a transfer of unclaimed funds to the City in the total amount of $14,490.19, in accordance with California Government Code Sections 50050-50057.

Enactment No: R2022-032

6.D. 143-2022 Valley Lodge Apartments Loan

Adopted Resolution R2022-033 authorizing the City Manager to negotiate and execute loan documents with Burbank Housing Development Corporation for a 55-year residual receipts loan of up to $3,000,000, with 3 % interest, from the City of Napa Affordable Housing Impact Fee Fund for the Valley Lodge Apartments Project, which includes 55 rehabilitated and repurposed units of permanent supportive housing, located at 200 South Coombs Street and determining that the actions authorized by this resolution are exempt from CEQA.

Enactment No: R2022-033

6.E. 161-2022 Blackbird Vineyards LLC - Alcoholic Beverage Control License

Found that the City had no objection to Blackbird Vineyard's petition to modify conditions on their alcoholic beverage license, and directed staff to not file an objection to the Department of Alcoholic Beverage Control.

6.F. 165-2022 Emergency Solutions Grant

Adopted Resolution R2022-034 approving an application for funding of a grant agreement and any amendments thereto from the 2021-2022 funding year of the State ESG Program, Balance of State Allocation NOFA and authorizing the City Manager to: (A) submit the application on behalf of the City to the California Department of Housing and Community Development ("HCD") in an amount up to $200,000 for homeless street outreach; and (B) execute a grant agreement and any amendments thereto with HCD.

Enactment No: R2022-034

6.G. 146-2022 Emergency Replacement of Oak Street Storm Drain

Adopted Resolution R2022-035 determining that: (1) there is no longer a need to take emergency actions for the Oak Street Storm Drain; (2) the authorization to perform emergency work is terminated; and (3) the actions authorized by this resolution are exempt from CEQA.

Enactment No: R2022-035

6.H. 125-2022 Napa Valley Corporate Park Landscape and Lighting Assessment District, Fiscal Year 2022-2023

1. Adopted Resolution R2022-036 to order the City Engineer to prepare and file the Preliminary Engineer's Report describing the improvements to be maintained by the Annual and Supplemental Napa Valley Corporate Park Landscape and Lighting Assessment District for Fiscal Year 2022-2023, and determining that the actions authorized by this resolution are exempt from CEQA.

2. Adopted Resolution R2022-037 of intention to approve the Preliminary Engineer's Report, levy and collect assessments, and give notice of a Public Hearing to consider approval of the Annual and Supplemental Napa Valley Corporate Park Landscape and Lighting Assessment District for Fiscal Year 2022-2023, and determining that the actions authorized by this resolution are exempt from CEQA.

Enactment No: R2022-036 R2022-037

6.I. 127-2022 Citywide Landscape Maintenance Assessment District, Fiscal Year 2022-2023

1. Adopted Resolution R2022-038 to order the City Engineer to prepare and file the Preliminary Engineer's Report describing the improvements to be maintained by the Citywide Landscape Maintenance Assessment District for Fiscal Year 2022-2023 and determining that the actions authorized by this resolution are exempt from CEQA.

2. Adopted Resolution R2022-039 of intention to approve the Preliminary Engineer's Report, levy and collect assessments, and give notice of a Public Hearing to consider approval of the Citywide Landscape Maintenance Assessment District for Fiscal Year 2022-2023, and determining that the actions authorized by this resolution are exempt from CEQA.

Enactment No: R2022-038 R2022-039

6.J. 137-2022 Dwyer Road Pump Station Hazard Mitigation Grant

Adopted Resolution R2022-040 1) authorizing the Utilities Director to submit a grant application to the California Governor's Office of Emergency Services (Cal-OES) and execute all documents necessary to secure Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program funding in the amount of up to $6,525,000, with a City matching obligation of up to $2,175,000; 2) authorizing the Utilities Director to execute reimbursement agreements with the cities of St Helena, and Calistoga for the Dwyer Road Pump Station Project DR4344-AP-00916 in the amount of up to $725,000 each; 3) creating a new CIP Project, Dwyer Road Pump Station (53104-WX22UT06), and approving an increase of revenue and expenditures budgets in the amount of $8,700,000, and 4) authorizing a transfer of funds in the amount of $2,175,000 from water fund capital reserve account to water capital expenditure budget as documented in budget adjustment No. BE2205502.

Enactment No: R2022-040

6.K. 138-2022 Transmission Valve Installation Hazard Mitigation Grant

Adopted Resolution R2022-041 1) authorizing the Utilities Director to submit an application to the California Governor's Office of Emergency Services (Cal-OES) and to execute all documents necessary to secure Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program funding in an amount of up to $1,944,750, with a City matching obligation of up to $648,250, for the Transmission Valve Installation Project DR4431-AP-00596; 2) amending the budget to add a new CIP Project, Transmission Main Improvements (53104-WX22UT05), and approving an increase of revenue and expenditures budget in the amount of $2,593,000, and 3) authorizing a transfer of funds in the amount of $648,250 from water fund capital reserve account to water capital expenditure budget as documented in budget adjustment BE2205501.

Enactment No: R2022-041

6.L. 148-2022 Conn Creek Spillway Alternatives Assessment

Authorized the Utilities Director to execute a contract with GEI Consultants, Inc., in an amount not to exceed $290,480 for the Conn Creek Spillway Alternatives Assessment required by the California Division of Safety of Dams (DSOD), and determined this actionwas exempt from CEQA.

7. ADMINISTRATIVE REPORTS:

7.A. 76-2022 Proclamation of Local Emergency to Respond to the Coronavirus (COVID-19)

City Manager Potter Provided the report.

There were no request to speak from the public.

A motion was made by Councilmember Painter, seconded by Councilmember Alessio, to continue the Proclamation of Local Emergency authorizing the City Manager to take actions necessary to respond to the Coronavirus (COVID-19); and ratify actions taken by the City Manager in implementation of the Proclamation of Local Emergency. The motion carried by the following vote:

Aye: 5 - Alessio, Narvaez, Painter, Luros, and Sedgley

7.B. 489-2021 2022 Water Supplies

(See supplemental document in Attachment 1)

Deputy Utilities Director Joy Eldredge provided the report.

Discussion was brought back to Council; individual comments and questions ensued.

Mayor Sedgley called for public comment; there were no requests from the public to speak.

7.C. 97-2022 Utilities Department Spotlight

Utilities Director Phil Brun opened the item. Kendra Bruno, Waste Prevention Specialist, and Josh Stokes, Water Conservation Specialist, provided the highlight report.

Discussion was brought back to Council; individual comments and questions ensued.

There were no requests to speak from the public.

7.D. 103-2022 Outdoor Commercial Uses & Parklet Program

(See supplemental documents in Attachment 1)

Senior Planner Michael Walker provided the report.

Mayor Sedgley called for public comment.

Bettina Rouas, Owner, Angele Napa - provided comments regarding the tent structure at the restaurant and voiced concerns regarding the City's request to have her remove it. She asked for more time to build a more permanent structure.

Allison - spoke regarding the extension of allowed tent structures and asked for clarity regarding dates of the program.

Eric Keffer, Owner, Cole's Chop House) - provided comments regarding tent structures; asked to have tent usage included in the program from November to April.

Mauro Pando of Grace's Table - provided comments regarding parklet standards, asked that he be allowed to keep the structure surrounding his parklet.

Gabe Carlin with Oxbow Public Market - provided comments in support of a permanent parklet program.

Discussion was brought back to Council.

Councilmembers provided individual comments, questions and considerations for the program.

8. COMMENTS BY COUNCIL OR CITY MANAGER: None.

9. CLOSED SESSION:

City Attorney Barrett announced the Closed Session item.

9.A. 167-2022 CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION (Government Code Section 54956.9(d)(4)): Initiation of litigation in one case.

CITY COUNCIL RECESS - 6:11 P.M.

6:30 P.M. EVENING SESSION

10. CALL TO ORDER: 6:32 P.M.

10.A. Roll Call:

Present: 5 - Councilmember Alessio, Councilmember Narvaez, Councilmember Painter, Vice Mayor Luros, and Mayor Sedgley

11. PLEDGE OF ALLEGIANCE:

12. AGENDA REVIEW AND SUPPLEMENTAL REPORTS:

City Clerk Carranza announced the following supplemental items:

Item 13.: Voicemail from Susan regarding the General Plan.

Item 14.A.: Emails from Charles Shinnamon, Roderick Macdonald, John V. Pinto, Kara Vernor on behalf of the Napa County Bicycle Coalition, Maureen Trippe, Steve Silva, Brad Gates, and Joelle Gallagher on behalf of First 5 Napa County.

(Copies of all supplemental documents are included in Attachment 2)

13. PUBLIC COMMENT: None.

14. ADMINISTRATIVE REPORTS:

14.A. 141-2022 Red Light Camera Program

(See supplemental documents in Attachment 2)

Chief of Police Jennifer Gonzales, and Traffic Sergeant Aaron Medina, provided the report.

Mayor Sedgley called for public comment.

Bob Archibald - spoke in support of reinstating the red-light camera enforcement program. He also provided comments suggesting additional traffic calming measures be implemented over the next 12 months including the addition of a Certified Traffic Transportation Engineer to City staff.

Cindy Deutsch - spoke in support of Slow Down Napa's efforts and the red-light camera enforcement program.

Cindy Stiles, supporter of slow Down Napa group - spoke in support expanding traffic unit, reinstating the red-light camera enforcement program, and additional traffic calming strategies.

Robert Francis - provided comments in support of the red-light camera enforcement program; suggested lowering fines, increasing warnings instead of tickets, and encouraged more community education.

Maureen Trippe of Slow Down Napa - provided comments in support of the red-light camera enforcement program.

Discussion was brought back to Council; individual comments and questions ensued.

A motion was made by Councilmember Narvaez, seconded by Councilmember Alessio, to authorize the Police Chief to issue a competitive request for proposals (RFP) to select a vendor to provide a red-light camera enforcement program, and return to City Council at a future meeting to consider approving a contract to implement the program. The motion carried by the following vote:

Aye: 5 - Alessio, Narvaez, Painter, Luros, and Sedgley

15. REPORT ACTION TAKEN IN CLOSED SESSION:

City Attorney Barrett shared that during the closed session discussion under Agenda Item 9.A, the City Council unanimously authorized legal counsel to initiate legal action in one matter. The details the action, once formally commenced by the City, will be disclosed to any person upon request to the Office of the City Attorney.

16. COMMENTS BY COUNCIL OR CITY MANAGER: None.

17. ADJOURNMENT: 7:26 P.M.

Submitted by:

_____

Tiffany Carranza, City Clerk

ATTACHMENT 1

SUPPLEMENTAL REPORTS & COMMUNICATIONS
Office of the City Clerk

City Council of the City of Napa

Regular Meeting

May 3, 2022

FOR THE CITY COUNCIL OF THE CITY OF NAPA

AFTERNOON SESSION:

SUBMITTED PRIOR TO THE CITY COUNCIL MEETING

7. ADMINISTRATIVE REPORTS:

7.C. Utilities Department Spotlight

- PowerPoint Presentation by City Staff.

7.D. Outdoor Commercial Uses & Parklet Program

- PowerPoint Presentation by City Staff.

1) Email from James Rosen received on April 20, 2022.
2) Email from Rebecca Lee received on May 1, 2022.
3) Email from Craig Smith, Downtown Napa Association, received on May 3, 2022.

EFA Economic Forensics & Analytics

CITY OF NAPA: INDICATORS
CITY COUNCIL PRESENTATION

NAPA, CA MAY 2022

Robert Eyler, PhD
President, Economic Forensics and Analytics Inc.
Professor, Economics, Sonoma State University
eyler@econforensics.com

Federal Reserve Philadelphia Forecast, Survey of Professional Forecasters

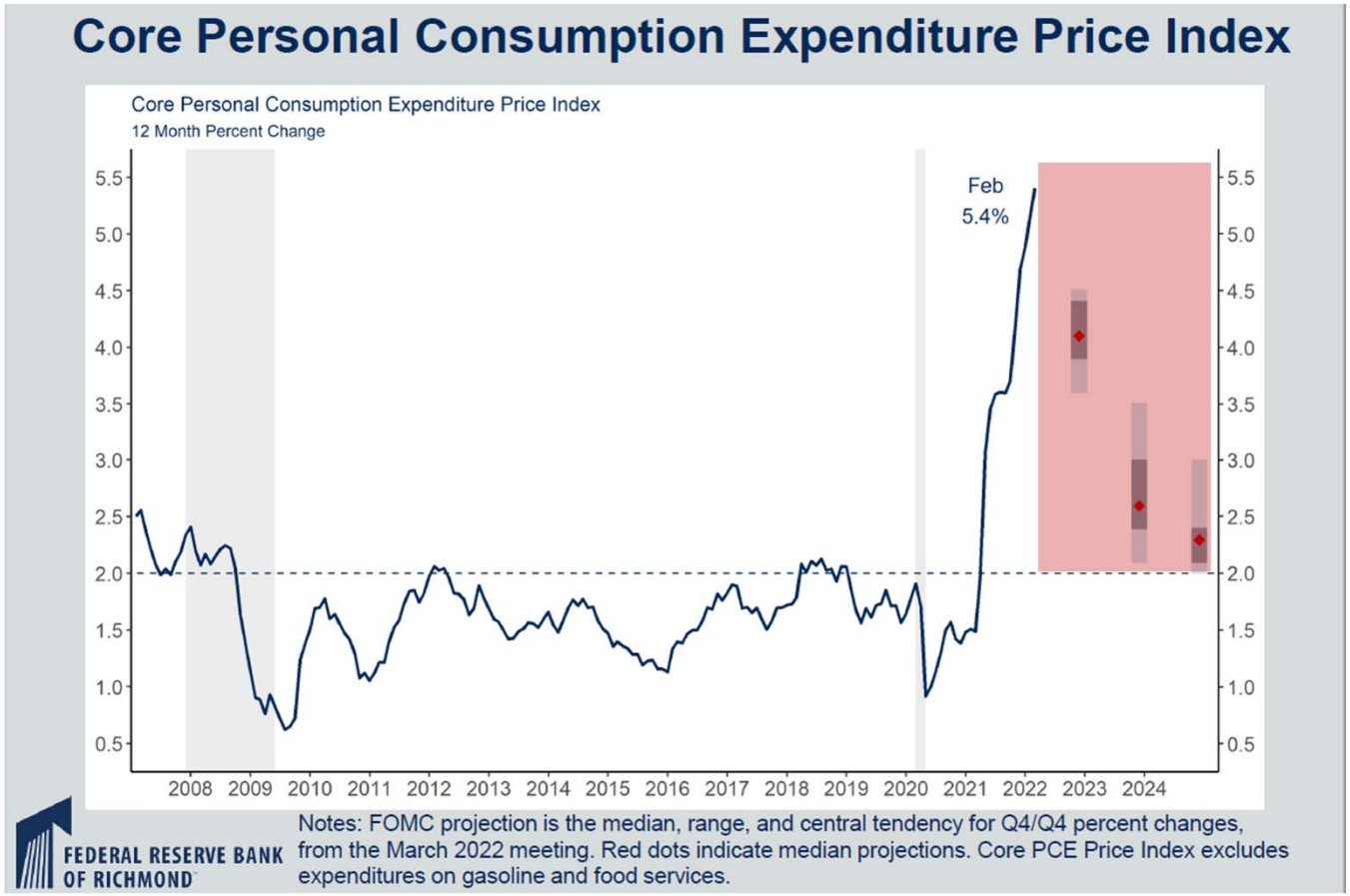
These data are from February 2022

EFA Economic Forensics & Analytics

	Real GDP (%)		Unemployment Rate (%)		Core PCE Inflation (%)	
	Previous	New	Previous	New	Previous	New
Quarterly						
2022:Q1	3.9	1.8	4.3	3.9	2.5	4.3
2022:Q2	3.0	4.2	4.1	3.7	2.4	3.1
2022:Q3	3.1	3.0	3.9	3.6	2.3	2.5
2022:Q4	3.1	2.9	3.9	3.5	2.1	2.3
2023:Q1	N/A	2.8	N/A	3.4	N/A	2.3
Annual data (projections based on annual-average levels):						
2022	3.9	3.7	4.1	3.7	2.3	3.1
2023	2.6	2.7	3.6	3.4	2.1	2.2
2024	2.3	2.3	3.7	3.6	N/A	2.2
2025	N/A	2.3	N/A	3.7	N/A	N.A.

Source: Federal Reserve Philadelphia Branch

Inflation: The Latest and Thinking Forward Shaded Area = Recession, 2007 to 2025, CPI

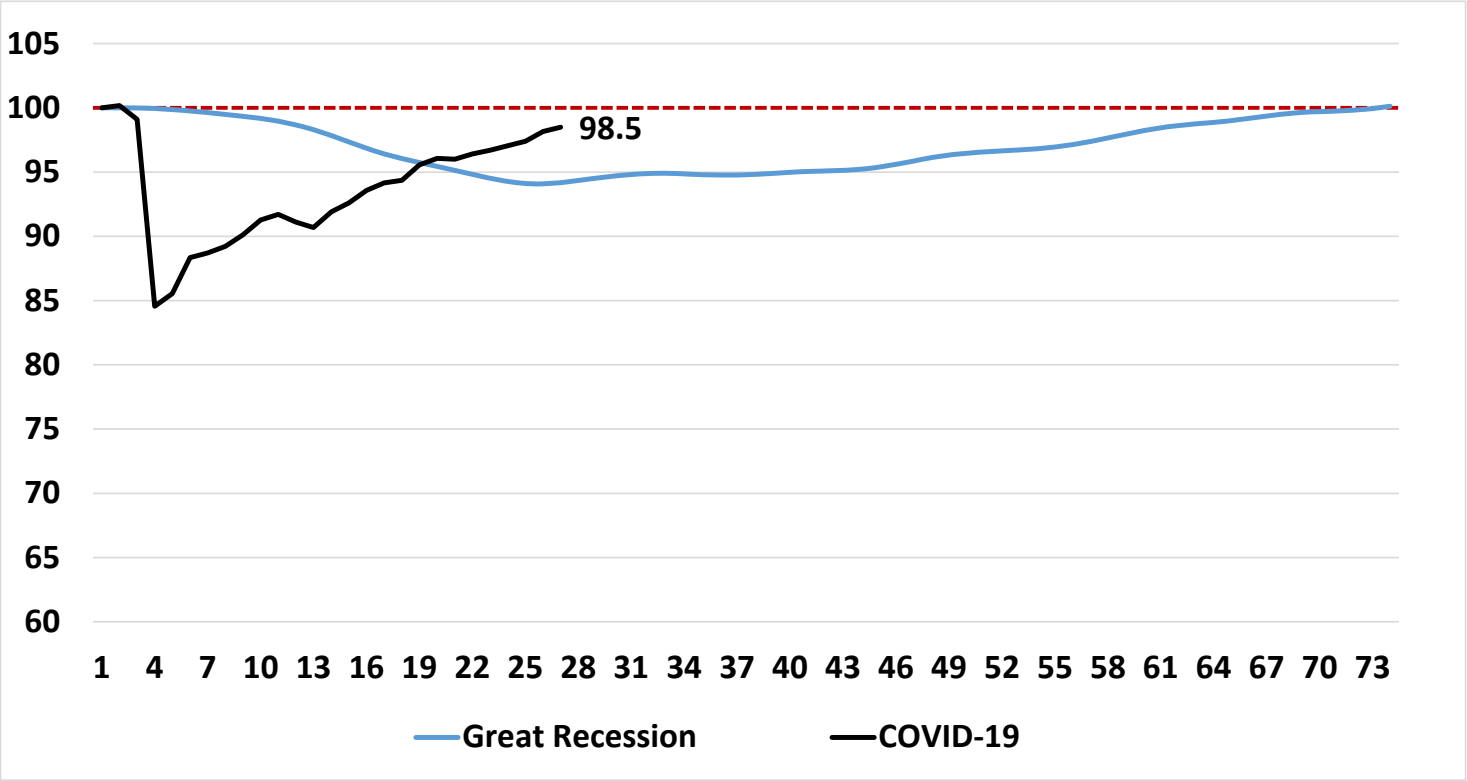


Sources: Federal Reserve, Richmond, Pink-Shaded Area = Forecast to 2025

Inflation stable when demand is rising and supply is rising in tandem

- Changes in interest rates from here a question
- Eastern Europe has made this supply-side recovery more complex
- Affects low-wage workers more each month this continues

Employment Recovery Comparison, California, Great Recession and COVID-19 Recession, Months from Peak Employment, Index Nov 2007 and Jan 2020 = 100, to February 2022



These data show are the same idea as the last slide, but for California.

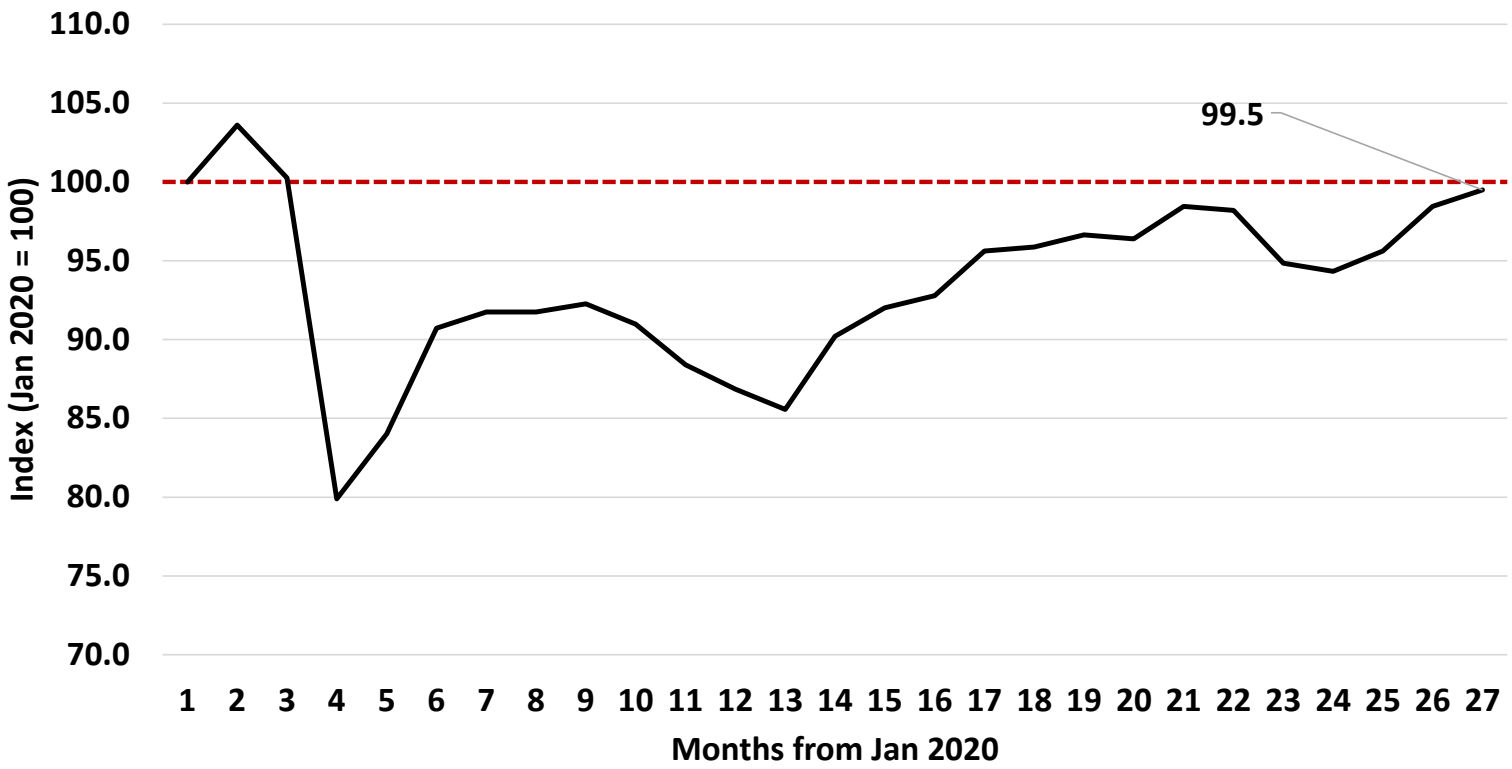
The Great Recession in California took 72 months to recover the lost volume of workers.

As of March 2022, CA back to 98.5% of Jan 2020 level of employed residents.

Recovery is movement of black line back to red dotted line.

Source: California EDD and EFA

Tracking Labor Market Recovery: City of Napa Residents Great Recession and in COVID-19 Recession to February 2022, Index Nov 2007 and Jan 2020 = 100



Source: California EDD and EFA

These data show the evolution of the Great Recession versus COVID-19 jobs recovery from the peak month of pre-recession jobs levels.

The COVID-19 recovery for city residents has gained more momentum since Dec 2020 and especially March 2021. As of February 2022, the City of Napa residents that were working at pre-pandemic levels in the aggregate again.

Recovery is movement of black line back to red dotted line.

We need to watch for how the jobs Napa residents work have shifted from some sectors to others.

Major LF Data Comparisons, March 2022 Compared to Jan 2020, City of Napa, Napa County Residents and CA

Category	**Change City of Napa**	**% Change/ U Rate**	Change Napa County	% Change/ U Rate	Change California	% Change/ U Rate
Civilian Labor Force	-400	-0.9%	-800	-1.1%	-414,100	-2.1%
Civilian Employment	-200	-0.5%	-400	-0.6%	-547,200	-2.9%
Unemployment Rate		**3.6%**		**3.4%**		**4.9%**

The City of Napa's labor market continues to improve, with the City's residents now back to the same labor-force level and beyond as pre-pandemic.

We are comparing to Jan 2020 in terms of data about "change".

California's unemployment rate remains among the nation's highest for the 50 states.

Source: California EDD and EFA

Overnight Stay Evolution: February 2020 and February 2022, Percent of Available Rooms (Occ Rate) and Revenue per Available Room (RevPAR), Napa and Selected counties

	Occ Rate		RevPAR	
County	Feb 2022	Feb 2020	Feb 2022	Feb 2020
Napa County	**55.6**	**64.5**	**$ 206.98**	**$ 173.56**
Marin County	60.9	70.8	$ 88.01	$ 51.72
San Francisco	56.0	70.5	$ 102.29	$ 107.25
Sonoma County	42.3	76.6	$ 78.10	$ 35.88

Napa County/City of Napa has continued to recover demand and business revenue from overnight stays

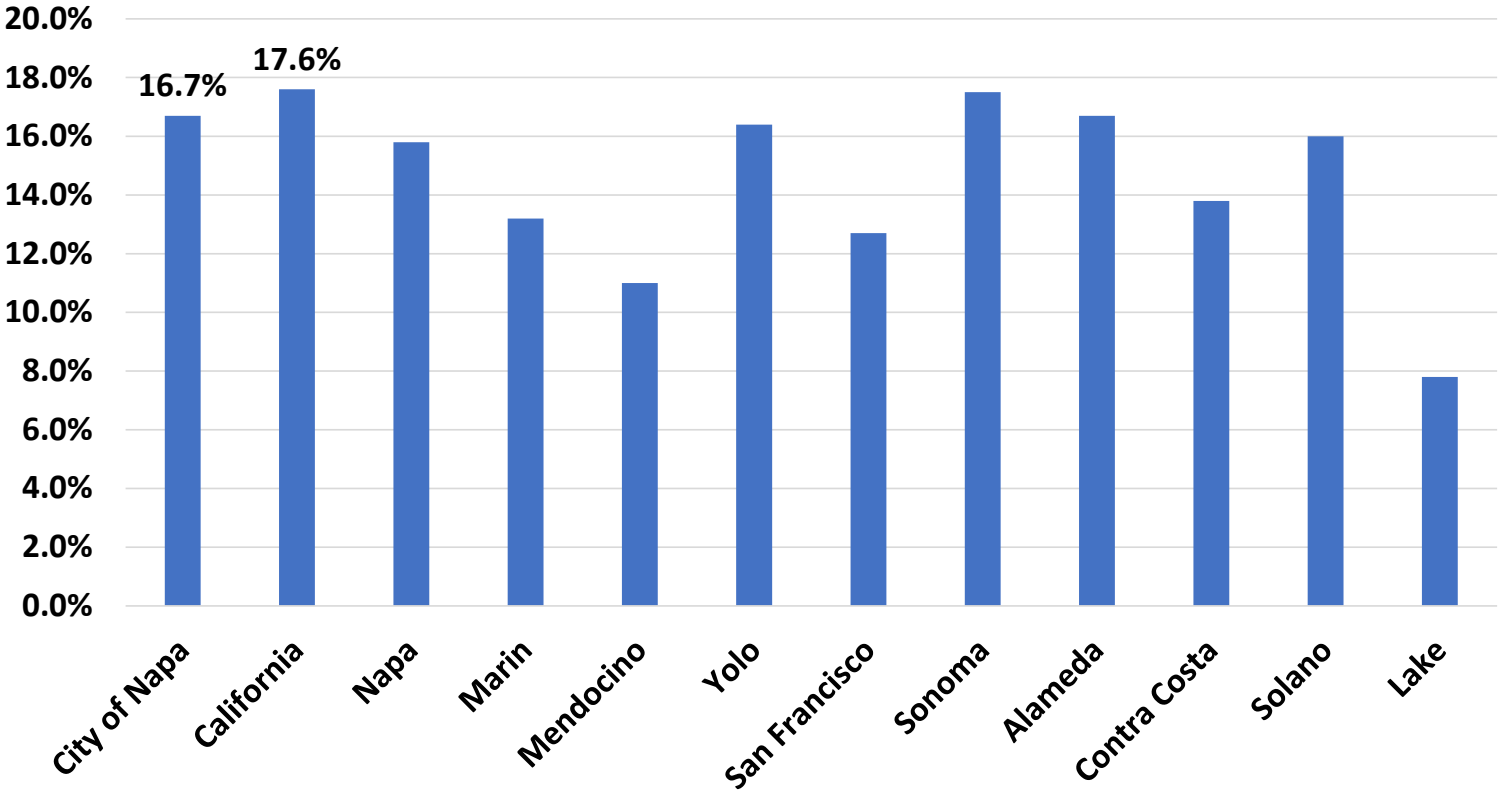
Notice San Francisco is still relatively low versus February 2020.

These rates are TOT drivers; the higher the occupancy rates, the more TOT, especially if hotel prices are rising simultaneously.

More overnight stays accelerate tourism spending versus day visitors.

Source: Smith Travel Research and EFA

Housing Price Forecast, February 2022 to February 2023, % Change, City of Napa, Selected Counties and California



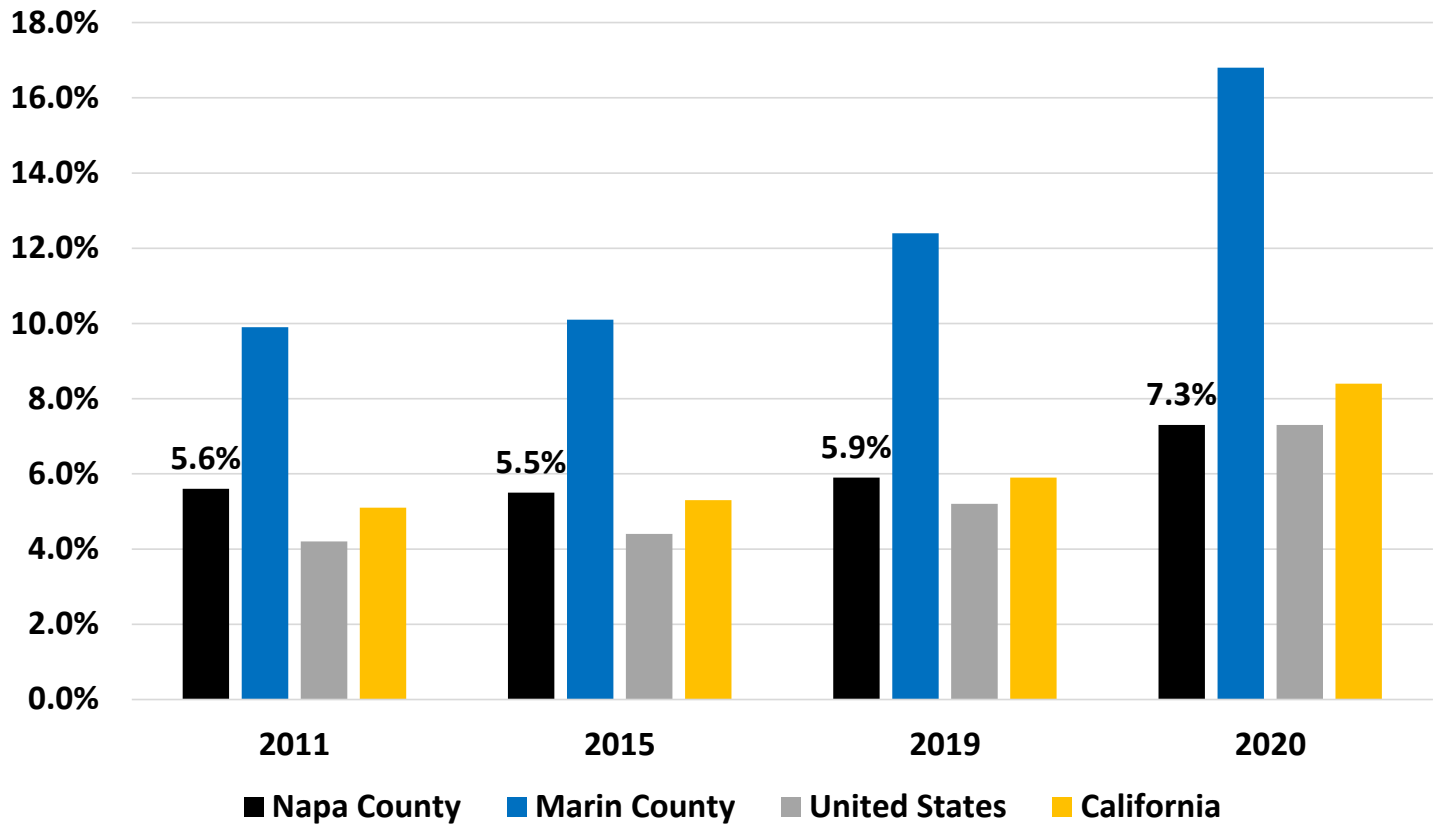
The City of Napa's housing market drives Napa County; the forecast in Oct 2021 to Oct 2022 remains strong.

We should expect prices and forecasts to continue flattening in 2022.

While interest rates may remain historically low, we should expect the Federal Reserve to increase rates by 0.25% – 0.50% in 2022 and thus marginally reduce demand for home purchases.

Source: Zillow™ Research and EFA

Work from Home: New Census Data
% of Working Residents, 2011 to 2020, 5-Year Averages



Napa County saw a jump in the proportion of working residents working from home in 2020, but not as much as Marin County (which ranks #1 in California among the 58 counties for % of working residents working from home.

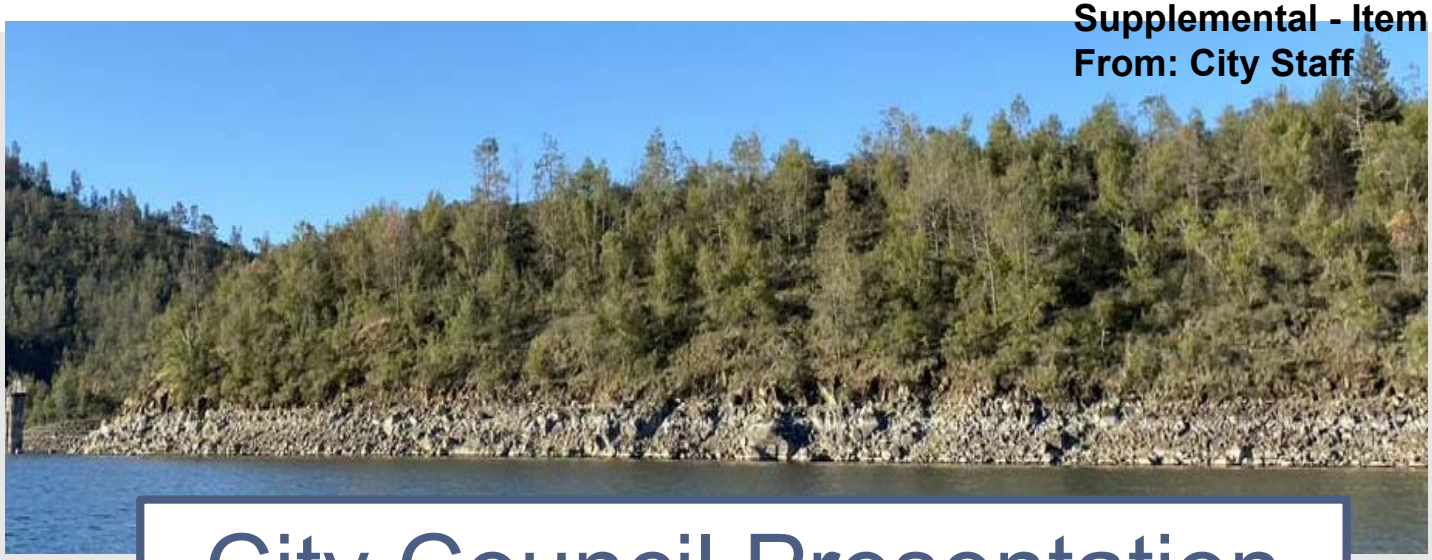
Source: Census Bureau and EFA, March 2022

City of Napa: things to watch

- City of Napa, April 2022
  - City of Napa continues to recover
  - Local labor markets may be held up by lack of workers and rising gas prices
- Jobs and Economic Recovery in City of Napa and Napa County
  - Napa County bucking trends on leisure and hospitality hiring (rising faster than state)
  - Construction/housing and labor force 2025 the next focus
- Macroeconomic forecasts have been slightly reduced
  - Inflation expectations remain high
  - Eastern Europe may shift international travel in summer 2022 to regional to Napa

EFA
Economic Forensics & Analytics

Thanks!
Questions?
eyler@econforensics.com
@bobby7007



City Council Presentation 2022 Water Supplies

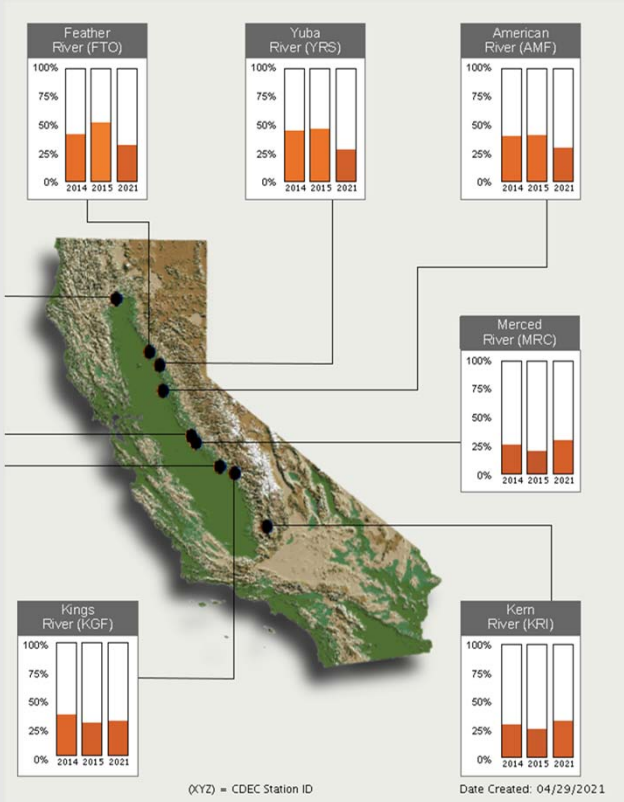
CITY OF NAPA

Agenda Item 7B

May 03, 2022

2022 - Historic Dry Year Locally & Regionally

- Lake Hennessey
  - received 19 inches of rainfall
  - 27 inches is annual average
- Lake Hennessey is at 84% capacity as of April 18
  - Storage 26,080 AF
- Milliken Reservoir is 100% capacity as of April 18
  - Storage 1,400 Af
- State Reservoirs are near 2014 & 2015 levels
- State Water Project allocation is 15%



2022 Drought Year

Water Plan: Supply and Use

Goal: Preserve water stored in Lake Hennessey

Action:

- 20% reduction from 2020 in May – October
- Irrigation season conservation will preserve 1,500 AF in Lake Hennessey

Target: Lake Hennessey will hold 60% (18,600 AF) in November

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2022 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

Focus on irrigation restrictions for all water users:

1. Residential and Commercial Irrigation
2. Temporary Hydrant Meters and Bulk Water from the City's Corporation Yard
3. Interruptible Agricultural Irrigation Contracts

CITY OF NAPA

2022 DRY YEAR WATER PLAN

R2021-074 MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

Residential and Commercial Irrigation Customers

- 90% residential / 10% commercial accounts

Limit outdoor spray irrigation to two times per week, customers with:

- **even number addresses irrigate on Monday and Thursday**
- **odd number addresses irrigate on Tuesday and Friday**

Exceptions:

- Drip and Micro spray
- hand watering with a container or hose with shutoff device
- limited operation of irrigation systems for testing, maintenance or repairs

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2022 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

Temporary Hydrant Meters and Bulk Water from City Corp Yd

Prohibited Uses Outside City System:

- Irrigation
- Commercial

Allowed Uses

- Residential - limited to 6,000 gallons per parcel for interior domestic use in Napa County
    - subject to an agreement between the hauler and City that defines the restrictions and limitations
- Construction - used solely on a parcel that is currently receiving City water or is authorized to be served by City water.

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2021 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

Interruptible Agricultural Irrigation Contract Customers

- Water not available in 2022
- Notification letters sent Feb 15th

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2022 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

Remain in Effect

Irrigation restrictions:

- Do not irrigate landscaping between 10:00 a.m. and 5:00 p.m.
- Avoid runoff onto sidewalks, roadways, & non-irrigated areas

CITY OF NAPA

2022 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

No water waste:

- Decorative fountains or water features, must be recirculating
- Hoses must be fitted with a shutoff nozzle
- Use a broom - no spraying of water to wash driveways and sidewalks, except where necessary to address an immediate health and safety need

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2022 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

Other restrictions:

- Do not drain and refill swimming pools unless needed for pool repair or to correct a severe chemical imbalance
- Hotels, motels, and other commercial lodging establishments provide the option of not having towels and linens laundered daily
- Restaurants wait to provide water until requested by customer

CITY OF NAPA

2022 DRY YEAR WATER PLAN

CONSERVATION RESOURCES

- Water-Wise Home & Business Surveys
- Free Water Saving Devices
- Water-Wise Gardening Web Site
  napa.watersavingplants.com
  Sample Irrigation Schedules, Controller Setting
- Cash For Grass Rebate & **Flip the Strip** (**new*)
- Flume Meters
- Toilet Replacement
- Commercial Smart Rebates
- Trained Landscapers

2022 DRY YEAR WATER PLAN

OUTREACH PLAN

- City Website
  - Drought updates at www.CityofNapa.org/water
- Social media presence (Facebook, Twitter, Next Door…)
- News media
- **April 1st** Direct Mailer to all customers
- **April 6th** Started direct outreach patrols & door tags
- **April** Napa Valley Marketplace
- **Summer** NRWS bill inserts

CITY OF NAPA

2022 DRY YEAR WATER PLAN

OUTREACH PLAN

Direct mail
Friday, April 1st

Effective immediately outdoor irrigation with City water is only allowed **2 days per week**.

Defeat the Drought!

Water only on your designated days before 10am or after 5pm.

Efectivo immediatamente el riego al aire libre solo se permite **2 días a la semana.**

EVEN

Even number addresses may water only on:

MONDAY
THURSDAY

PARES

Domicilios con numeros Pares pueden regar:

LUNES
JUEVES

ODD

Odd number addresses may water only on:

TUESDAY
FRIDAY

¡Derrota la Sequía!

Riegue solo en los días designados antes de las 10am o después de las 5pm.

IMPARES

Domicilios con numeros Impares pueden regar:

MARTES
VIERNES

No watering allowed:
WEDNESDAY, SATURDAY, SUNDAY

No se permite regar:
MIÉRCOLES, SÁBADO, DOMINGO

Restrictions do not apply to:

- Low-volume drip irrigation
- Container plants
- Hand watering
- Testing, maintenance, repair

CITY OF NAPA

cityofnapa.org/water

Las restricciones no se aplican a:

- Riego por goteo de bajo volumen
- Plantas en macetas
- Riego a mano
- Pruebas, mantenimiento, reparación

CITY OF NAPA

2022 DRY YEAR WATER PLAN

OUTREACH PLAN

Patrols and door hangers

AVISO DE SEQUÍA:

DROUGHT NOTICE:

Napa has declared a moderate water shortage and outdoor water use restrictions are in place.

Please be advised that:

- ☐ **Your sprinklers were operating on the wrong day.**
  Sprinklers are limited to two days per week: **EVEN**-numbered addresses on **MONDAY/THURSDAY**
  ODD-numbered addresses on **TUESDAY/FRIDAY**
- ☐ **Your sprinklers were on during the daytime.**
  Sprinklers are not allowed between 10am and 5pm to limit evaporation loss.
- ☐ **Your sprinklers were on during the rain.** Watering is not allowed during rain or within 48 hours of measurable rainfall.
- ☐ **Your sprinklers caused excessive flowing runoff.**
  Limit sprinkler run times to avoid water flowing onto pavement and street.
- ☐ **You used drinking water to wash driveway or sidewalk.**
  Use a broom to clean outdoor areas.
- ☐ **You used an open-ended hose to wash a motor vehicle.**
  Attach a shutoff nozzle to hose.

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cityofnapa.org/water

Consejos para la conservación del agua:

Outdoor Water Conservation Tips:

- **Use Water-Wise Plants**
  Take advantage of City's 'Cash For Grass' Rebate!
- **Install Drip Irrigation and add a Smart Controller**
  Save 15 gallons each time you water.
- **Set Mower Blades to 3"**
  Encourage deeper roots and save 16-50 gallons per day.
- **Adjust Sprinkler Heads**
  Save 12-15 gallons each time you water.
- **Fix Irrigation System Leaks**
  Even very small leaks can waste 6,300 gallons per month!
- **Use Mulch**
  Retaining soil moisture can save 20-30 gallons per square foot each time you water.
- **Hand Water Dry Areas**
  Use a hose for dry spots rather than running sprinklers to excess.
- **Collect Indoor Water for Container Plants**
  Use a bucket to collect water as you wait for shower to heat up.

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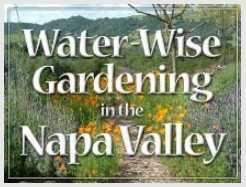
cityofnapa.org/water

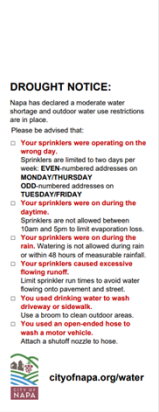
CITY OF NAPA

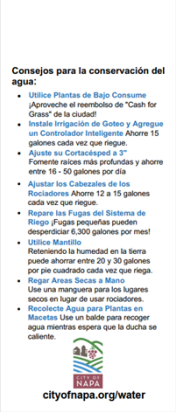
2022 DRY YEAR WATER PLAN

OUTREACH PLAN

Our Approach:







Education and direct outreach

QWEL
QUALIFIED WATER EFFICIENT LANDSCAPER

and … if necessary

Fines and Enforcement

This Photo by Unknown Author is licensed under CC BY

CITY OF NAPA

2022 DRY YEAR WATER PLAN

MODERATE WATER SHORTAGE REGULATIONS IN EFFECT

NMC 13.10.080 (A) Enforcement

Title 1, Chapter 1.24.060

1. $100.00 for a first violation;
2. $200.00 for a second violation of the same code section within 12 months;
3. $500.00 for each day of each additional violation of the same code section within 12 months;

CITY OF NAPA

2022 DRY YEAR WATER PLAN

Questions / Comments

CITY OF NAPA

2022 DRY YEAR WATER PLAN

RECOMMENDED ACTION

Agenda Item

Receive a Report on 2022 Water Supplies

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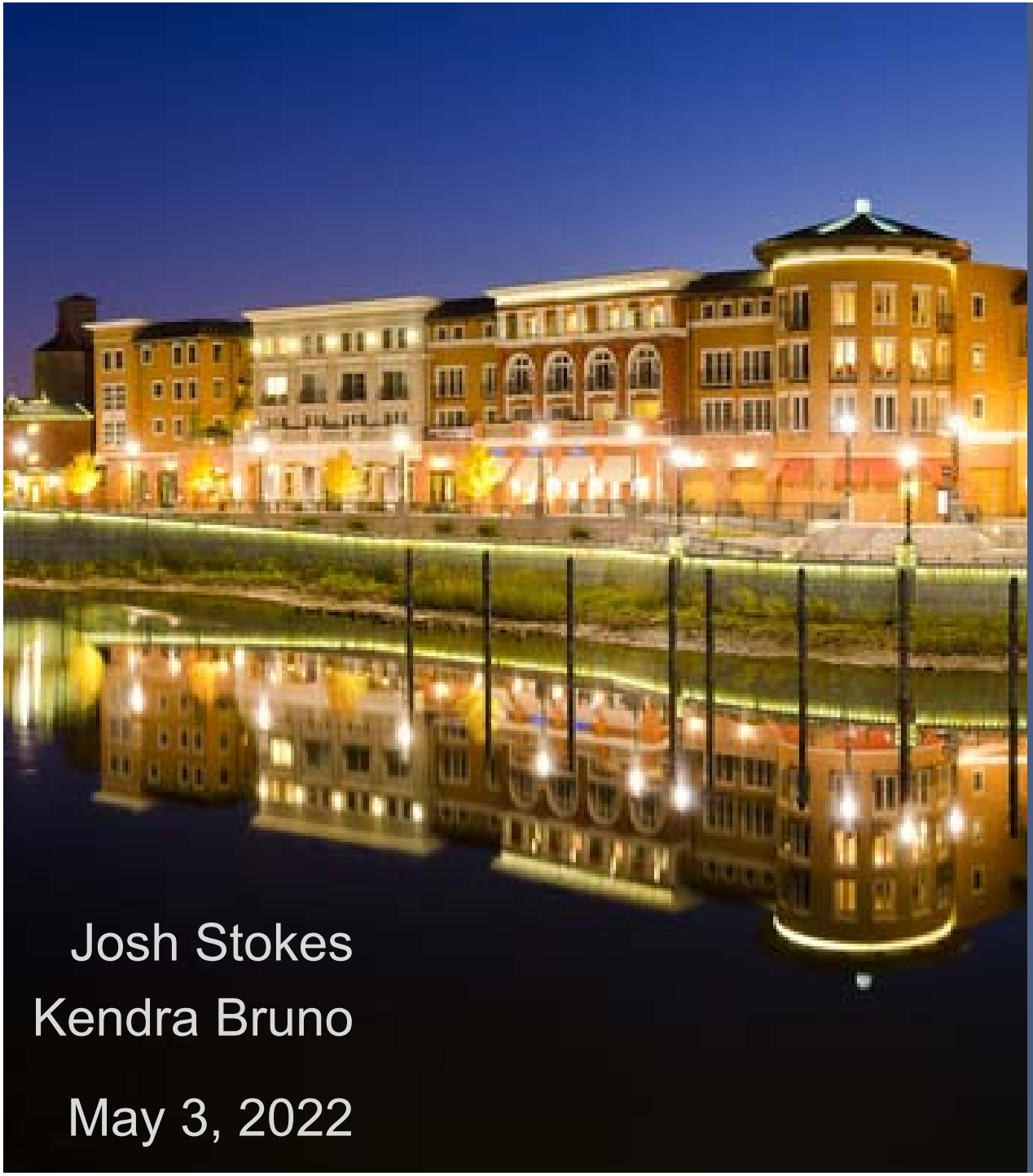


CITY OF NAPA

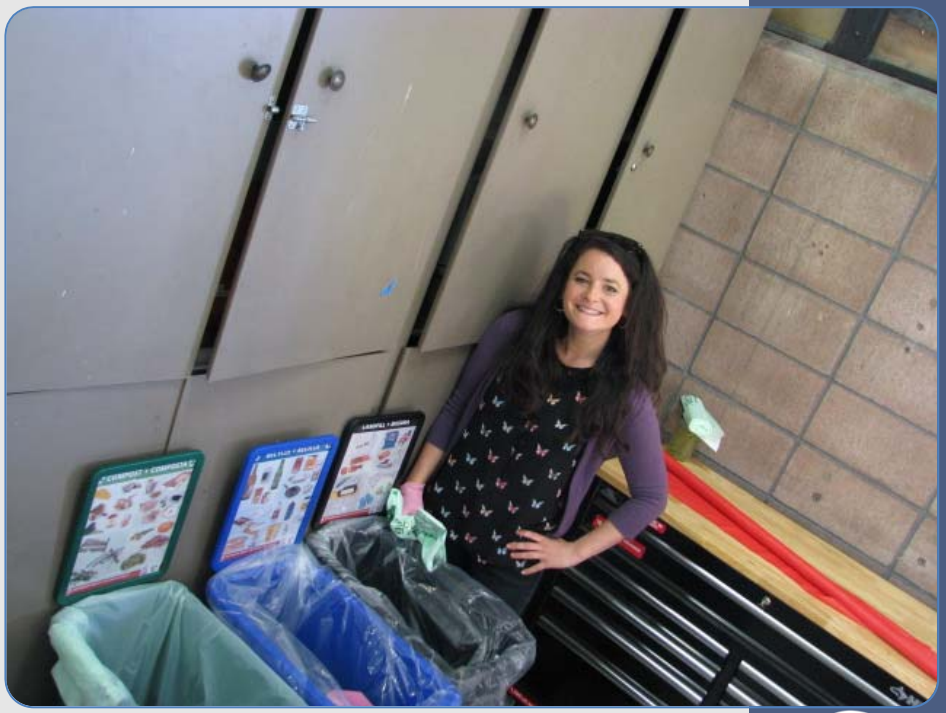
Utilities Department SPOTLIGHT:

Water Conservation & Waste Prevention Programs

Josh Stokes
Kendra Bruno

May 3, 2022

Faces of Outreach / Education



Specialists!

CITY OF NAPA

WATER BACKGROUND

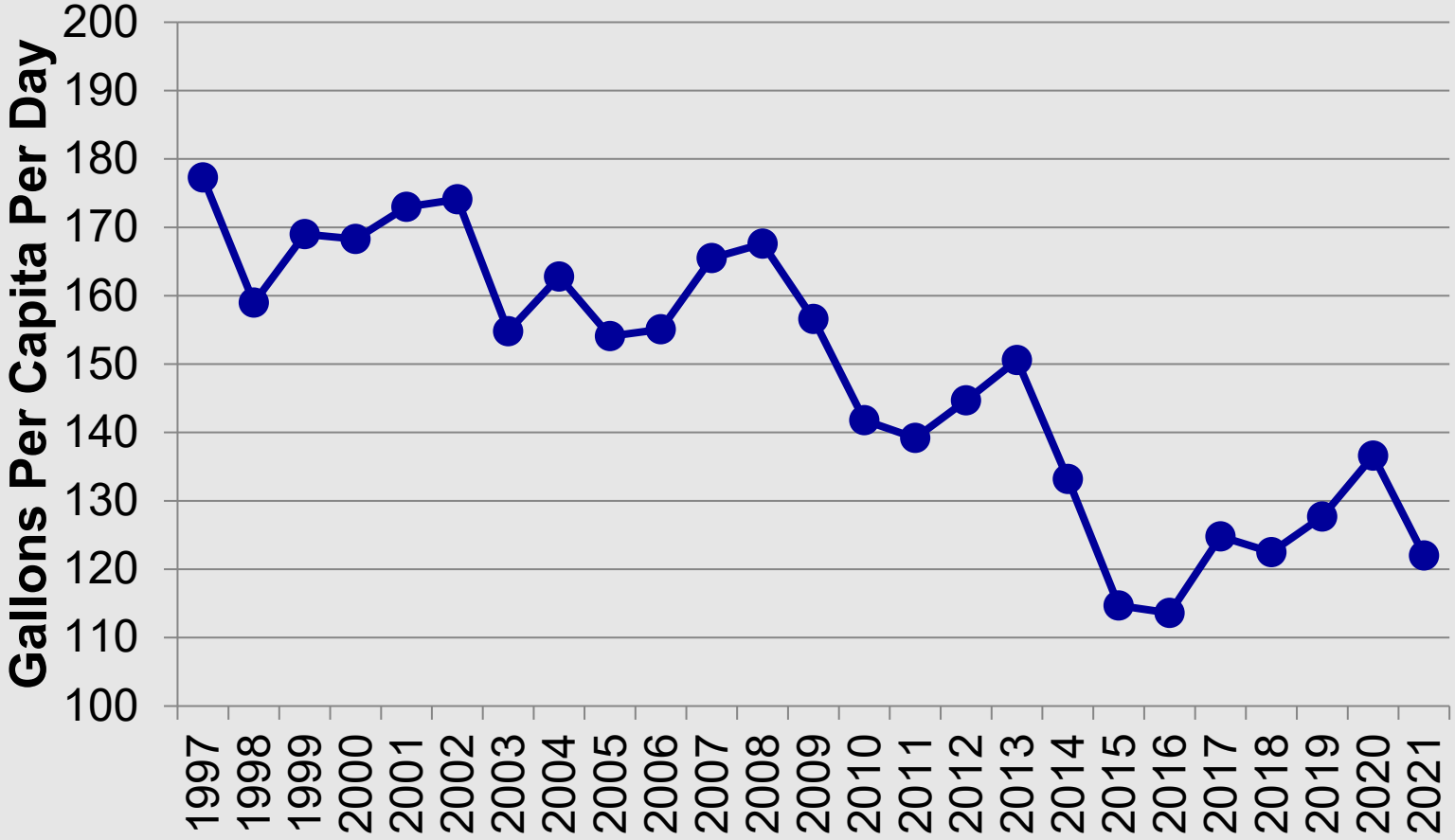
"20% by 2020" law transitioning to

SB 606/AB 1668

Long-Term Urban Water Use Efficiency regulations

(i.e., "Making Water Conservation a California Way of Life")

Per Capita Demand is Declining



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SOLID WASTE & RECYCLING BACKGROUND

City of Napa's Disposal Reduction Policy

California Goal: 75% Diversion

AB 1826 AB 827

SB 1383 AB 341

City of Napa: 63% diversion,

20-25% residual rate (9%+ contamination rate for recycling).

Water-Wise Home & Business Surveys

- Free water efficiency "audit":
  - Check for leaks
  - Check showerhead & faucet flow rates, toilet flush volumes
  - Free high-efficiency replacement fixtures
  - Irrigation system checkup

CITY OF NAPA

Cash For Grass Rebate Program

Rebate Amount:

- $1.00 per square foot
- "Flip Your Strip" Bonus

Requirements for Converted Areas:

- Low-water-use, climate-appropriate plants
- Permeable hardscape
- Pre- and post-inspections

>1.6 million sq. ft. converted by 1,650 customers!

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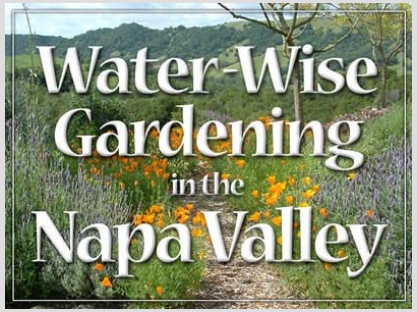
Fieldwork & Outreach

- Waste Assessments
- Audits
- Onboarding Programs
- Social Media
- Flip the Lids
- Trainings (in person/Zoom)
- Videos / Resources / Website
- MDF Tours
- NVUSD programs
- Tabling
- Special Events (organizing & tabling)

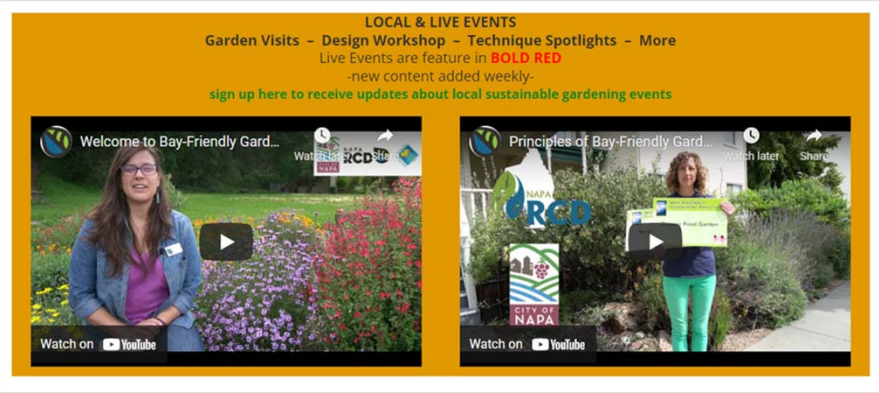
Community Events

Water-Wise Landscaping Education



Free online resource:
napa.watersavingplants.com

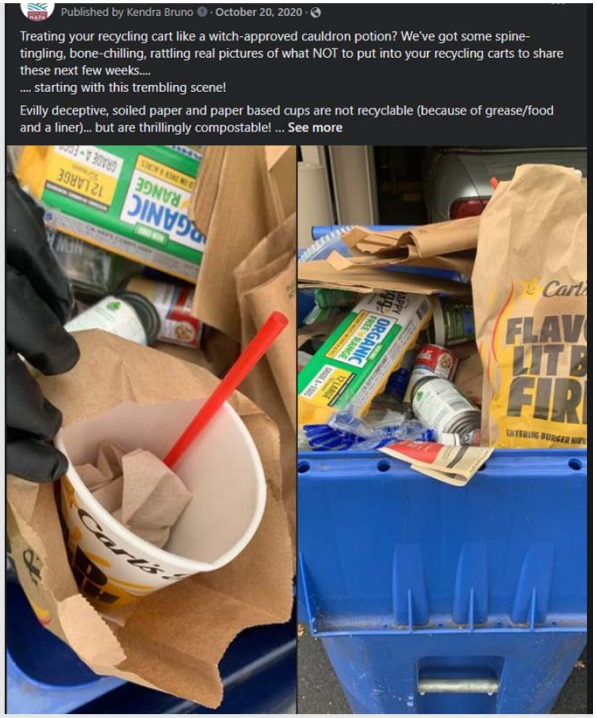
Garden Month

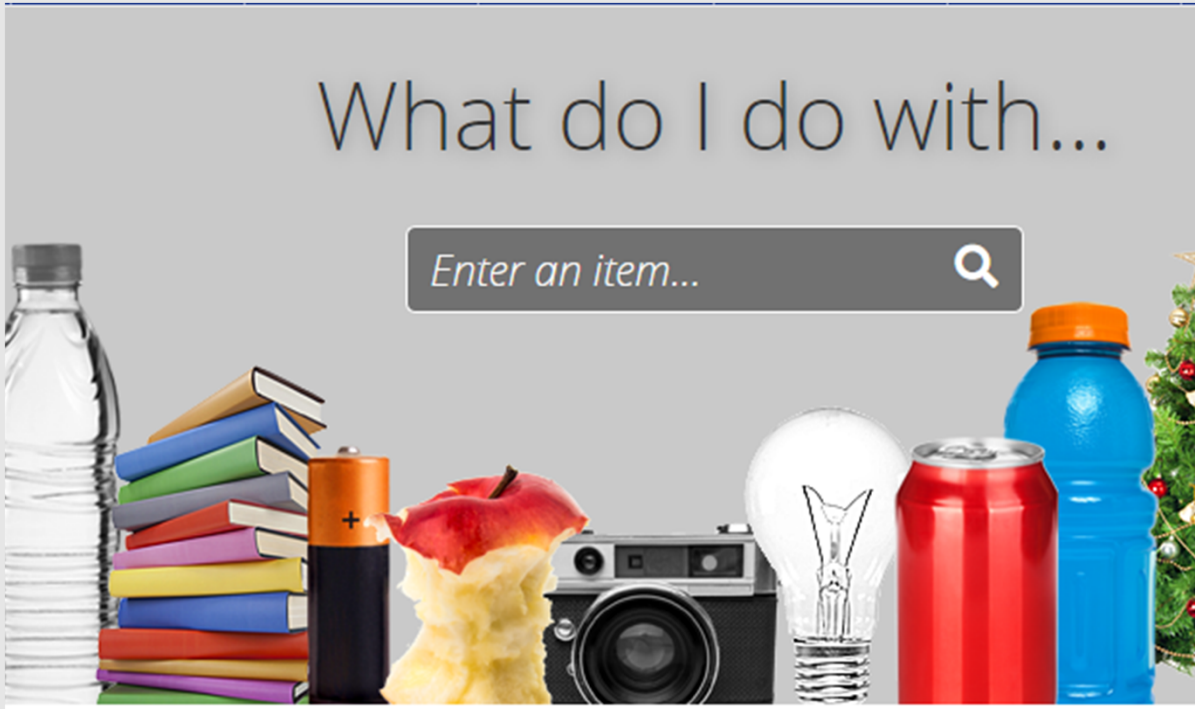


Landscaper Training/Certification

Public Education

- Website update with search engine
- Social Media posts
- Garbage Bill Inserts
- Brochures
- Marketing Campaigns
- Advertisements
- Community Events
- Flip the Lids
- Community Based Social Marketing
- Multi-Family Tool Kit
- Collaboration across groups





Flume Smart Home Water Monitor

- $100 instant rebate for Napa customers
- Special link from City web site
- Leak detection!

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Commercial Customers

- High-Efficiency Clothes Washer $400
- High-Efficiency Toilet $200
- High-Efficiency Urinal $300

- $500 Stipend
- Water Efficiency Audit
- Solid Waste Audit

Commercial Resources

Commercial Programs

- Waste Assessments & Cost Analysis (savings for composting)
- Interior Equipment Recommendation and Allocation (free recycling and composting equipment)
- Signage / Stickers update
- 6-week on boarding program
- Support / Managing / Monitoring / Auditing
- Recycling Awards

New Development

CITY OF NAPA

Free Water-Saving Devices and Literature

Pick up at:

Water Division HQ
1700 Second Street
Suite 100
Downtown Napa

(Second & Seminary Streets)

CITY OF NAPA

Resources for Success!

RECYC
LA
20
TELSTAR

QUESTIONS?

Napa Recycles!
Napa Recycles!

Sedgley
nual
Challenge for
nservation!
o the small things around the
community that are making water
California way of life.
a Grand Prize of $3,000 in utility bill
s, this friendly competition among cities
s home irrigation kits, a Toyota Highlander
Hybrid for your favorite charity, and thousands of
dollars in other eco-prizes.
Every Drop Counts
Take the Wyland National Mayor's Challenge for Water Conservation, April 1-30
MYWATERPLEDGE.COM
WIN $3000
for your home utilities — and a Toyota Highlander Hybrid for a charity near you!
SPREAD THE WORD ON SIMPLE WA
It's Fun, Free and Easy. Simply choose an a
on behalf of your city at mywaterpledge.co
TOYOTA
CITY OF NAPA
The Challenge is Back!
April 1-30
MyWaterPledge.com

CITY OF NAPA

Outdoor Uses & Parklets Update

May 3, 2022

Overview

- Municipal Code Amendments
- Guidelines Updates
- Application Procedures & Website Update
- Master Fee Schedule

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Municipal Code Updates

- Chapter 12.64 – Outdoor Dining in the Public Right-of-Way
- Section 17.52.340 (Zoning Ordinance)

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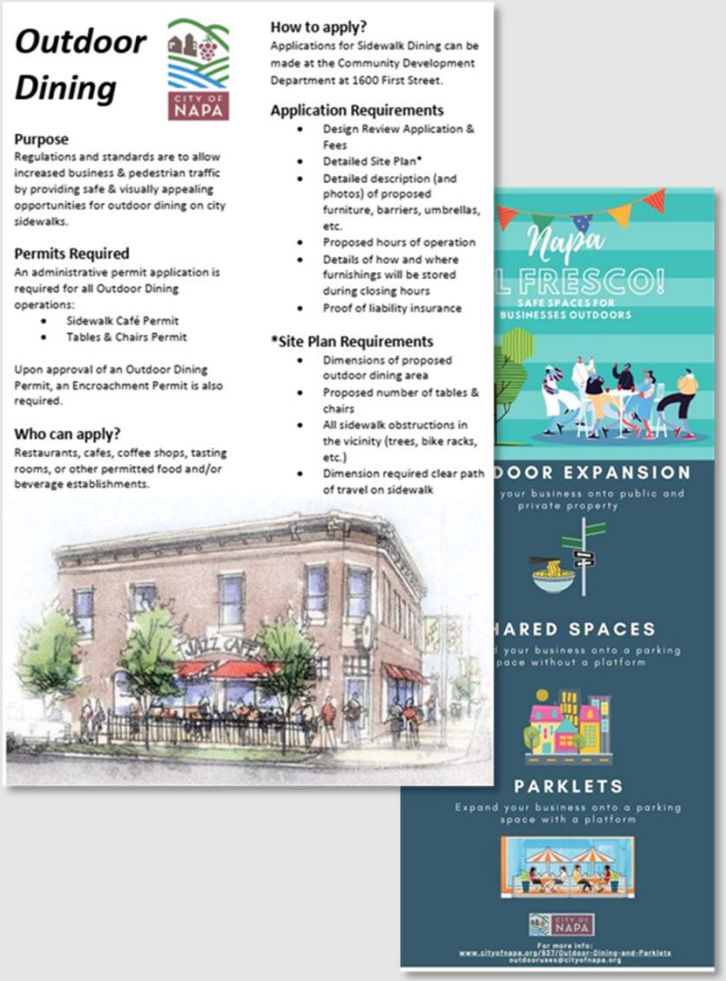
Guidelines Updates

- Current Outdoor Dining Standards
- Safety & Technical Standards
- Napa Al Fresco! Guidelines



Outdoor Dining

CITY OF NAPA

Purpose
Regulations and standards are to allow increased business & pedestrian traffic by providing safe & visually appealing opportunities for outdoor dining on city sidewalks.

Permits Required
An administrative permit application is required for all Outdoor Dining operations:
- Sidewalk Café Permit
- Tables & Chairs Permit

Upon approval of an Outdoor Dining Permit, an Encroachment Permit is also required.

Who can apply?
Restaurants, cafes, coffee shops, tasting rooms, or other permitted food and/or beverage establishments.

How to apply?
Applications for Sidewalk Dining can be made at the Community Development Department at 1600 First Street.

Application Requirements
- Design Review Application & Fees
- Detailed Site Plan*
- Detailed description (and photos) of proposed furniture, barriers, umbrellas, etc.
- Proposed hours of operation
- Details of how and where furnishings will be stored during closing hours
- Proof of liability insurance

*Site Plan Requirements
- Dimensions of proposed outdoor dining area
- Proposed number of tables & chairs
- All sidewalk obstructions in the vicinity (trees, bike racks, etc.)
- Dimension required clear path of travel on sidewalk

Napa
L FRESCO!
SAFE SPACES FOR BUSINESSES OUTDOORS

OOR EXPANSION
your business onto public and private property

HARED SPACES
your business onto a parking pace without a platform

PARKLETS
Expand your business onto a parking space with a platform

CITY OF NAPA

Napa Al Fresco!

- Path of Travel
- Umbrellas & Non-Structural Canopies
- Aesthetic Design
- Durability
- Storage
- Heating Devices

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Applications & Website

Applications
[DRAFT] Certificates of Appropriateness
Planning Division Library
[DRAFT] Survey Control Network
[DRAFT] Vista Tulocay Apartments
[LINK] Zoning & Project Information
Projects
Vacation Rental Permits
Cannabis Clearance
[LINK] General Plan 2040
[DRAFT] General Plan Speaker Series
Enclosure Standards Update
[DRAFT] Temporary Use on Private Property
Napa Al Fresco
[DRAFT] New Outdoor Dining Permitting Process
[LINK] Accessory Dwelling Unit (ADU)
Public Meeting Procedures

Napa Al Fresco

UPDATE!

Parklet & Outdoor Commercial Uses Permanent Program

The City has begun the process to establish a long-term program to allow continued use of City-Owned Public Spaces (Plazas, Sidewalks, Parklets) for outdoor dining and drinking beyond the current allowances granted through the City's Emergency Order related to COVID-19 restrictions.

On Thursday, February 3, the Downtown Napa Association hosted an informational meeting between Downtown merchants and City Staff to discuss the Application Process, Design Standards, Annual Fees, and Initial Costs (including information from Napa Sanitation District fees). See the meeting summary here.

Continue to follow this webpage for continuous updates.

Extension of Napa Al Fresco Temporary Permits

The City Council extended the Napa Al Fresco Temporary Permits through August 31 and Tents/Structural Canopies through March 31.

See Agenda Item 5A on the Council Agenda.

Sidewalk Dining

Public Plazas

Parklets

How to Submit Your Application

Outdoor Uses on Private Property

Contact Us

Outdoor Dining Questions

Planning Questions

Public Works Engineering Development Questions

Fire Prevention Questions

CITY OF NAPA

Applications & Website

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How to Submit Your Application

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Contact Us

Outdoor Dining Questions

Planning Questions

Public Works Engineering Development Questions

Fire Prevention Questions

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Master Fee Schedule Update

- Researched Other Bay Area Communities
- Range of Fees
- Parklets & Other Public Spaces
- Cost per Square Foot

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Next Steps

- Municipal Code & Fee Schedule Updates
  - June/July 2022
- Website Launch
  - August 2022
- Implementation & Transition

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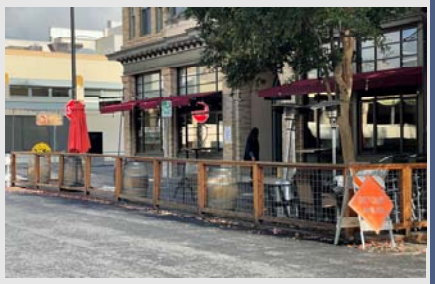
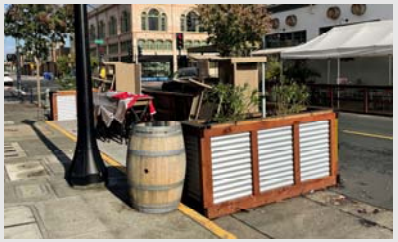
Questions



Parklets



Fees

Napa Sanitation District
Sewer Capacity Charges

Examples of Rates (per square foot):

Wine/Beer Tasting (No food) - $7.17
Wine/Beer Tasting (minor food) - $19.43
Restaurant - $33.24
development@napasan.com

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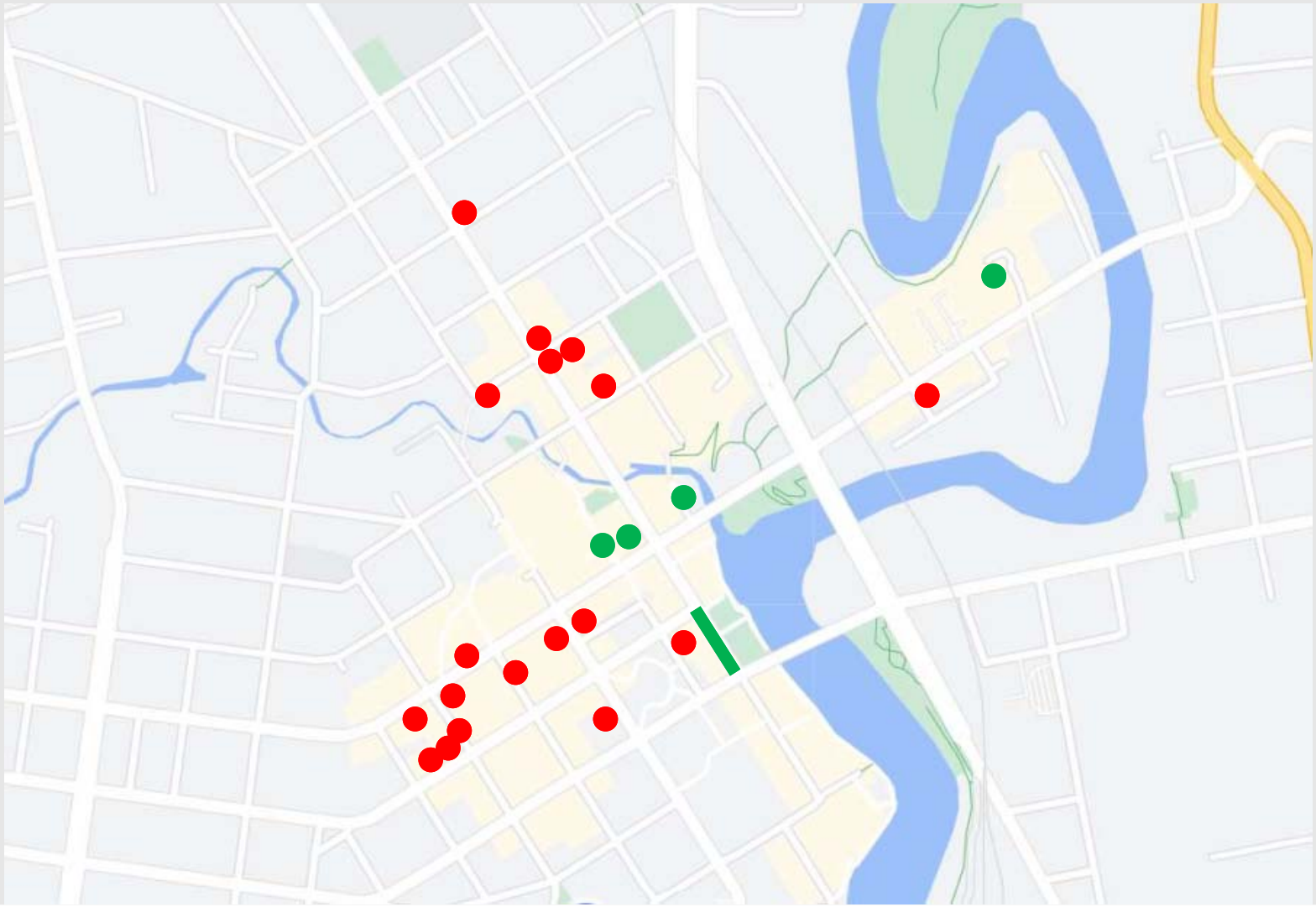
Outdoor Uses & Parklet Locations



CITY OF NAPA

From: James Rosen [redacted]
Sent: Wednesday, April 20, 2022 12:16 PM
To: PlanningCommission <planningcommission@cityofnapa.org>
Subject: May 3: parklets

[EXTERNAL]
Hi, folks,

I'm writing in strong support of the parklets downtown. We moved to Napa in the middle of the pandemic and the parklets have been one of the best surprises. All this extra space for outdoor dining and other activities has made Napa a wonderful place to live.

I encourage the commission to find ways to expand the program. While it probably doesn't make sense to close 1st or 2nd Streets completely, replacing one direction of traffic with parklet space would greatly improve walkability and encourage people to spend more time downtown.

-James

From: Liz Alessio
To: Clerk
Subject: Fwd: Parklet charges
Date: Sunday, May 01, 2022 11:24:34 PM

From: R Lee <[redacted]>
Sent: Saturday, April 30, 2022 9:41:29 AM
To: Liz Alessio <lalessio@cityofnapa.org>
Subject: Parklet charges

[redacted]

[EXTERNAL]

Dear Councilmember,

Thank you for your service and continuing efforts to make Napa a better place.

I own the two commercial buildings in the 1100 block of Main Street that currently house Cole's ChopHouse,Amuse Bouche, B&J, Torc, OSHA, Williamson's and Bloom. As a long time property owner who has seen (and lived!) the struggle towards the current vibrant Napa, I'm enthusiastic about the extra boost of energy the parklets bring to downtown. They really give the streets life.

My concern is the calculation of a fair charge for the space used by the parklets. The charge initially proposed for the typical 8x22 parking space is $5/sq ft annually or $880 a year.

If the tenant is a restaurant, the market gross rate for Napa downtown space is $5/sq ft PER MONTH, or 6% of revenues, whichever is greater. Most restaurants exceed the flat rate. To be at market rates, the parklet charge should be at least $880 per month, not per year.

There are pluses and minuses to parklets. The locations are premium ones. But, because they are outside, the drawbacks are the daily setup, maintenance from vagrants and weather. Those variables might reduce the going market rate.

However, other issues that have been raised that would potentially minimize the value of the space are the same ones faced by all businesses adding square footage.

Parklets may be temporary but leases are not forever either. They have a term, generally renegotiated every five years.

Parklets may experience utility repairs in the street. Street work impacts all businesses - entrances, parking, general ambiance.

Parklet set up costs would be the same cost to any business expanding a space. But, parklets benefit by not having to install sprinklers. Through the pandemic, the businesses were given a stipend to help with the cost impact of not being able to dine inside. Now, inside dining revenue has returned and an additional revenue stream from the parklet will offset initial set up costs.

The City and taxpayers are giving an exclusive use to the business that happens to have appropriate parking space in front of their business. This removes the community use of a parking space and gives the majority of the use benefit to one private entity.

The restaurants will make a windfall profit from the use of the parking spaces. The City of Napa and its taxpayers should share in that profit. Any restaurant business would leap at the chance of adding square footage with this type of visibility. Sadly, only about 18 businesses will have the opportunity.

I appreciate your consideration of these points in establishing a fair charge for the parklets and look forward to paying less City taxes and fees because of this new revenue stream.

Thank you,

Rebecca Lee
[redacted]

From: Michael Walker
To: Tiffany Carranza
Subject: Fw: Outdoor dining
Date: Tuesday, May 03, 2022 2:18:37 PM

Tiffany:

Forwarding in the event you did not receive this separately regarding this afternoon's agenda items on Parklets. Thanks,

Mike

From: Craig Smith <craig@napadowntown.com>
Sent: Tuesday, May 3, 2022 1:10 PM
Cc: Vincent Smith <vsmith@cityofnapa.org>; Michael Walker <mwalker@cityofnapa.org>
Subject: Outdoor dining

[EXTERNAL]

Hello,

Thank you all for your support with relaxed and expanded outdoor dining opportunities for restaurants and tasting rooms. Although the steps taken were in response to COVID, we've all learned that an expanded outdoor dining scene has benefits way beyond the original intention!

Our members are generally supportive of the direction the city is taking and agree that the associated fees are reasonable. At this point, we would ask that, if any parklets are to be modified or removed, unless it is a safety issue that the work deadline be moved from August to November. The last time we want to disrupt business with construction is during our busiest season.

We also appreciate that staff has kept us in the loop with a couple of meetings and hope these will continue as we proceed.

Thanks,

Craig

Craig Smith
Executive Director
Downtown Napa Association
www.donapa.com
1300 First Street, Suite 290
Napa, CA. 94559
(707) 257-0322 T
(707) 254-5884 C
(707) 257-1821 F

ATTACHMENT 2

SUPPLEMENTAL REPORTS & COMMUNICATIONS
Office of the City Clerk

City Council of the City of Napa

Regular Meeting

May 3, 2022

FOR THE CITY COUNCIL OF THE CITY OF NAPA

EVENING SESSION:

SUBMITTED PRIOR TO THE CITY COUNCIL MEETING

13. PUBLIC COMMENT:

1) Voicemail from Susan regarding the General Plan received on May 3, 2022. (on file in City Clerk's office)

14. ADMINISTRATIVE REPORTS:

14.A. Red Light Camera Program

1) Email from Charles Shinnamon received on April 28, 2022.
2) Email from Roderick Macdonald received on May 1, 2022.
3) Email from John V. Pinto received on May 1, 2022.
4) Email from Kara Vernor on behalf of Napa County Bicycle Coalition received on May 2, 2022.
5) Email from Maureen Trippe received on May 2, 2022.
6) Email from Robbyn Gibbs received on May 3, 2022.
7) Email from Steve Silva received on May 3, 2022.
8) Email from Brad Gates received on May 3, 2022.
9) Email with letter from Joelle Gallagher, on behalf of First 5 Napa County received on May 3, 2022.

CITY OF NAPA

Red Light Camera Enforcement

NPD Traffic Unit

May 3, 2022

Background

- Report is in response to request from Council.
- Nationwide in 2019 143,000 people were injured in running red light crashes
- In Napa there were 1,207 injury collisions between 2016 and 2020
- 11% were due to signal/sign violation
- Napa is the 2nd most dangerous city out of 105 similar sized cities for traffic safety

CITY OF NAPA

Napa Traffic Facts

- Population 79,000
- Monthly Traffic Estimates
  - 680,000 on Soscol Avenue
  - 520,000 on First Street
- Police Traffic unit disbanded in 2020
- Currently 2 motor officers and one motor sergeant
- 255 citations of all types issued in March
- Chance of getting a citation is .04%

CITY OF NAPA

Demand for enforcement

- Traffic enforcement is among the most common community driven complaints at the police department
- Consistently ranks high in surveys
- Slow Down Napa, a grass roots network of residents, supports enforcement
- Department is applying for a traffic grant, but department does not have the resources to meet the demand.

CITY OF NAPA

Red Light Cameras

- Cameras at high injury intersections
- Cameras capture red light violations
- Citation is issued by NPD employee
- Driver and judge has access to video
- Due process follows current procedure
  - No cost to contest
  - Can be via mail (written declaration)
  - Or court trial
- Issuer must appear in court

CITY OF NAPA

Red Light Cameras

- Studies show use of red light cameras reduce both red light running fatal crashes and all other types of fatal crashes
- Napa had red light program 2009-2017
- Crashes reduced considerably at all locations (25%-57% reduction)
- Halo effect reduced crashes citywide
- Moved to 15 out of 102 in State Ranking

CITY OF NAPA

Recommended Action

- Staff find red light cameras to be an effective and efficient tool to lower injury, fatal accidents and increase traffic safety citywide.
- Recommend Council direct staff to conduct a formal request for proposals and return with contract for approval.

CITY OF NAPA

Questions?

From: Charles Shinnamon [redacted]
Sent: Thursday, April 28, 2022 2:53 PM
To: Council Members <CouncilMembers@cityofnapa.org>; Clerk <clerk@cityofnapa.org>
Subject: Red Light Cameras

[EXTERNAL]
Mayor Sedgely and Council Members,

A brief note to encourage you to approve the use of red light cameras. We believe that they are effective and we were disappointed when they were discontinued in the past. Yes, some visitors wrote angry letters about the high fees they were charged for the infraction. Perhaps, if they had obeyed the law, they wouldn't have gotten that penalty.

Let's continue to work toward safe and quiet streets in our community!

Thank you,

Chuck and Felicia Shinnamon

Charles W. Shinnamon, P.E.

[redacted]

From: [redacted]
To: Clerk
Cc: [redacted]
Subject: Item 14A of the Agenda, Red Light Camera Program, of the City Council Meeting of 5/3/22
Date: Sunday, May 01, 2022 1:02:06 PM

You don't often get email from [redacted]. Learn why this is important

[EXTERNAL]

There is no doubt that red light running is a serious problem. Red light cameras are only part of a comprehensive traffic safety strategy which must include engineering and education.

There have been many studies carried out on red light running. One of the most comprehensive is, "Engineering Countermeasures to Reduce Red-Light Running," by Bonneson, Zimmerman and Brewer Texas Transportation Institute, Texas A&M University System August 2002 which can be found here:

https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.604.7471&rep=rep1&type=pdf

This study demonstrates there are many constructive passive engineering measures that can be taken to reduce red light running. One small example, the yellow interval duration is generally recognized as a key factor that affects the frequency of red light running. The paper indicates that a yellow interval of 4.2 seconds is sufficient for 85% of drivers. Napa should consider checking the yellow duration on all traffic lights on roadways with demonstrated patterns of violations or crashes.

Red light running by cars or trucks is even more deadly for motorcyclists or cyclists. The American Motorcycle Association has studied this problem separately and recommends that all traffic lights should be checked and adjusted for sensor actuation with motorcycles. Buttons should be installed for cyclists to press to activate traffic lights.

Thank you.

Roderick Macdonald
[redacted]
Napa CA 94558

Mobile: [redacted]

From: Liz Alessio
To: Clerk
Subject: Fwd: Red Light Camera Council vote
Date: Sunday, May 01, 2022 11:20:51 PM

Get Outlook for iOS

From: John V. Pinto [redacted]>
Sent: Sunday, May 1, 2022 12:13:23 PM
To: Liz Alessio <lalessio@cityofnapa.org>
Subject: Red Light Camera Council vote

You don't often get email from [redacted]. Learn why this is important

[EXTERNAL]

Councilperson Liz,

I suggest we vote this down and look at other solutions.

Red Light Camera Fact Sheet

With properly posted speed limits and properly installed and timed traffic-control devices, there is no need for ticket cameras. They can actually make our roads less safe.

1) Ticket cameras do not improve safety Despite the claims of companies that sell ticket cameras and provide related services, there is no independent verification that photo enforcement devices improve highway safety, reduce overall accidents, or improve traffic flow. Believing the claims of companies that sell photo enforcement equipment or municipalities that use this equipment is like believing any commercial produced by a company that is trying to sell you something.

2) There is no certifiable witness to the alleged offense A picture may be worth a thousand words, but it may also take a thousand words to explain what the picture really means. Even in those rare instances where a law enforcement officer is overseeing a ticket camera, it is highly unlikely that the officer would recall the supposed violation. For all practical purposes, there is no “accuser” for motorists to confront, which is a constitutional right. There is no one who can personally testify to the circumstances of the alleged violation, and just because a camera unit was operating when it was set up does not mean it was operating properly when the picture was taken of any given vehicle.

3) Ticketed recipients are not adequately notified Most governments using ticket cameras send out tickets via first class mail. There is no guarantee that the accused motorist will even receive the ticket, let alone understand it and know how to respond. However, the government makes the assumption that the ticket was received. If motorists fail to pay, it is assumed that they did so on purpose, and a warrant may be issued for their arrest.

4) The driver of the vehicle is not positively identified Typically, the photos taken by these cameras do not identify the driver of the offending vehicle. The owner of the vehicle is mailed the ticket, even

if the owner was not driving the vehicle and may not know who was driving at the time. The owner of the vehicle is then forced to prove his or her innocence, often by identifying the actual driver who may be a family member, friend, or employee.

5) Ticket recipients are not notified quickly People may not receive citations until days or sometimes weeks after the alleged violation. This makes it very difficult to defend oneself because it would be hard to remember the circumstances surrounding the supposed violation. There may have been a reason that someone would be speeding or in an intersection after the light turned red. Even if the photo was taken in error, it may be very hard to recall the day in question.

6) These devices discourage the synchronization of traffic lights When red-light cameras are used to make money for local governments, those governments are unlikely to jeopardize this income source. This includes traffic light synchronization, which is the elimination of unneeded lights and partial deactivation of other traffic lights during periods of low traffic. When properly done, traffic light synchronization decreases congestion, pollution, and fuel consumption.

7) Cameras do not prevent most intersection accidents Intersection accidents are just that, accidents. Motorists do not casually drive through red lights. More likely, they do not see a given traffic light because they are distracted, impaired, or unfamiliar with their surroundings. Even the most flagrant of red-light violators will not drive blithely into a crowded intersection, against the light. Putting cameras on poles and taking pictures will not stop these kinds of accidents.

8) There are better alternatives to cameras If intersection controls are properly engineered, installed and operated, there will be very few red-light violations. From the motorist's perspective, government funds should be used on improving intersections, not on ticket cameras. Even in instances where cameras were shown to decrease certain types of accidents, they increased other accidents. Simple intersection and signal improvements can have lasting positive effects, without negative consequences. Cities can choose to make intersections safer with sound traffic engineering or make money with ticket cameras. Unfortunately, many pick money over safety.

9) Ticket camera systems are designed to inconvenience motorists Under the guise of protecting motorist privacy, the court or private contractor that sends out the tickets often refuses to include a copy of the photo to the accused vehicle owner. This is really because many of the photos do not clearly depict the driver or the driver is obviously not the vehicle owner. Typically, the vehicle owner is forced to travel to a courthouse or municipal building to even see the photograph, an obvious and deliberate inconvenience meant to discourage ticket challenges.

10) Taking dangerous drivers' pictures doesn't stop them Ticket cameras do not apprehend seriously impaired, reckless, or otherwise dangerous drivers, or get them off of the road.

Prepared by the National Motorists Association (www.motorists.org)

John V. Pinto, Napa resident

From: Kara Vernor
To: Clerk
Subject: Comments for City Council Meeting May 3, 2022 - Agenda item 14A Red Light Camera Program
Date: Monday, May 02, 2022 5:24:30 PM

[EXTERNAL]

Dear Councilmembers,

The Napa County Bicycle Coalition supports a return of the Red Light Camera Program and asks that you authorize the Napa Police Department to move forward in finding a vendor to provide the program.

With the rise in collisions during the pandemic and Napa's comparatively very high rate of collisions (as is noted in Napa Police Department's presentation), we believe this program will increase safety and reduce collisions at key intersections. Nationally the Safe Routes to Schools program is reconsidering "enforcement" as one of the "e's" of traffic safety, mostly due to the issues around enforcement and racial equity, but the automated aspects of redlight cameras greatly reduces the potential of human bias. Therefore, we believe the Red Light Camera Program can improve safety and reduce collisions while avoiding some of the potential downsides of enforcement.

Thank you for your consideration. As ever we are available to speak with you should you wish to discuss these comments.

Best regards,

Kara Vernor

--
Kara Vernor (she/her)
Executive Director
Napa County Bicycle Coalition
(707) 258-6318
Celebrate Bike Month during the month of May!

From: Beth Painter
To: Clerk
Subject: Fwd: How to Stop Speeding Drivers? Scare Them
Date: Monday, May 02, 2022 5:05:50 PM

Begin forwarded message:

From: Maureen Trippe <[redacted]>
Subject: How to Stop Speeding Drivers? Scare Them
Date: May 2, 2022 at 3:26:45 PM PDT
To: Bernie Narvaez <bnarvaez@cityofnapa.org>, Beth Painter <bp@bethpainter.com>, Jennifer Gonzales <jgonzales@cityofnapa.org>, Julie Lucido <jlucido@cityofnapa.org>, Liz Alessio <lalessio@cityofnapa.org>, Mary Luros <mary@maryluros.com>, Scott Sedgley <ssedgley1@yahoo.com>, Steve Potter <spotter@cityofnapa.org>
Cc: Joyce Stavert <[redacted]>

Hi, everyone,
Just a quick note to share this article from the New York Times :)

https://www.nytimes.com/2022/05/02/nyregion/nyc-speeding-traffic-deaths.html

It could be good timing for a public education campaign for traffic safety to support red light camera enforcement and the recent action to lower speed limits on certain streets. Perhaps this is something that NVTA or the City's PR team can take on.

At another time, we'd like to talk with you about the distinction between traffic calming to curb speeding in residential neighborhoods and these traffic safety efforts. They are similar, but not the same.

All the best,
Maureen
--

Maureen C. Trippe
[redacted]

From: Beth Painter
To: Clerk
Subject: Fwd: Red light cameras
Date: Tuesday, May 03, 2022 8:36:06 AM

Begin forwarded message:

From: robbyn gibbs <[redacted]>
Subject: Red light cameras
Date: May 3, 2022 at 7:19:34 AM PDT
To: bpainter@cityofnapa.org

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[EXTERNAL]

NO RED LIGHT CAMERAS.
The problem is whoever is programming the lights on Trancas and Lincoln as well as other main streets.

I drive for a living and routinely use these routes. The lights should be timed so we can get every green light. Currently we get every red light.

Robbyn Gibbs

From: Beth Painter
To: Clerk
Subject: Fwd: Red Light Cameras
Date: Tuesday, May 03, 2022 9:52:39 AM

Begin forwarded message:

From: Steve Silva <[redacted]>
Subject: Red Light Cameras
Date: May 3, 2022 at 9:44:27 AM PDT
To: Scott Sedgley <SSedgley@cityofnapa.org>, "lalessio@cityofnapa.org" <lalessio@cityofnapa.org>, "mluros@cityofnapa.org" <mluros@cityofnapa.org>, "bpainter@cityofnapa.org" <bpainter@cityofnapa.org>, "bnevaez@cityofnapa.org" <bnevaez@cityofnapa.org>

Some people who received this message don't often get email from [redacted] Learn why this is important

[EXTERNAL]

Good Morning Members of the City Council,

I am imploring you to reinstate the red light cameras in our City! I realize that they were somewhat controversial and tickets were expensive, but in a previous email to Mayor Scott and Julie Lacido, I expressed my continued outrage of the way people are driving in our City. The lack of traffic cops has only exacerbated what was started during the pandemic when it was announced that basically there was no enforcement due to either the virus itself or budgetary issues.

I am pleased that at least there are apparently 2-1/2 positions now, which is a good start, along with the new traffic enforcement signage. However, that, along with slower speed limits will not alone curb all the red light runners I see on a daily basis. It's a miracle that no one has been seriously injured or killed yet.

Previously, when we had the cameras in place, I watched the intersection on Imola Ave and Soscol (my business is in the Corporate Park) slowly but surely get to a point where red light runners were minimal.

Assuming the NVR is correct and you proceed, I assume your Traffic Division or someone will recommend how many and where they will be as traffic patterns may have changed since then, but hopefully Imola/Soscol and 3rd/Soscol are priorities.

Thank you for what you do for our community and for reading this.

Sincerely,

Steve Silva

Steve Silva, President
Steve Silva Plumbing Inc.
[redacted]

From: [redacted]
To: Clerk
Subject: Citizen Input on Agenda item 141-2022 - Red Light Cameras
Date: Tuesday, May 03, 2022 1:17:04 PM

You don't often get email from [redacted]. Learn why this is important

[EXTERNAL]

I'd like to urge the Napa City Council to not reconsider implementing a red light camera program in the city of Napa. I'd like to point to a previous council's decision to get rid of the program acknowledging that it's not popular and may not be the deterrent that supporters had hoped it would be. Reviewing the police chiefs presentation shows only boiler plate justifications straight out of red light camera operators marketing materials and generalized statistics that don't prove either way that a red light program is needed or would meet the stated objectives. Slow Down Napa's objectives of making our roads safer won't be served by a handful of cameras at our busiest intersections. We should be considering traffic calming solutions and signal timing before we jump to imposing hefty fines that only make the red light camera operators rich at the expense of Napa citizens and visitors.

It's obvious nobody, including the police department, has really spent much time on this and I think stopping this now is the best option for Napa.

Brad Gates
City of Napa Resident & Business Owner

FIRST 5 NAPA COUNTY

May 4, 2022

Dear Mayor Sedgley and Councilmembers

On behalf of First 5 Napa County, I'd like to support the City Staff's recommendation to to pursue a contract for a red-light program in the City of Napa.

As stated in the staff report, Napa is the 2nd most dangerous city our of 105 similar sized cities for traffic safety. The number of severe road injuries is higher in Napa than the state average. In the past 4 years we have had 166 pedestrian crashes, 196 bicyclists' crashes and 18 total deaths.

Napa's previous red-light program, which ran from 2009-2017, was successful in reducing crashes at all locations, and even reduced crashes at intersections where the red-light program was not operating.

Children, the elderly, and disabled persons are at greatest risk when crossing at intersections. Please take action to protect our community, make our roads safer for walking and biking (and driving), and re-instate the red-light program in Napa.

Thank you for everything you do to promote a safe and healthy Napa!

Sincerely,

Joelle Gallagher
Executive Director
First 5 Napa County