



August 16, 2022

Honorable Victoria Wood
Superior Court of Napa County
825 Brown Street
Napa, CA 94559

SUBJECT: City of Napa Response to the 2021-2022 Grand Jury Compliance and Implementation Report of the 2019-2020 Napa County Grand Jury Recommendations and Responses for the report entitled “The City of Napa’s Sidewalks: Watch your Step!”

Dear Judge Wood:

The City of Napa has received and carefully reviewed the 2021-2022 Grand Jury Compliance and Implementation Report of the 2019-2020 Napa County Grand Jury Recommendations and Responses for the report entitled “The City of Napa’s Sidewalks: Watch your Step!” (hereinafter “Grand Jury Report”). Pursuant to California Penal Code Sections 933 and 933.05, this letter documents the City’s responses to each finding and recommendation in the Grand Jury Report (hereinafter “City Response”). The City Response was prepared by City staff, including the Public Works Director, and presented to the City Council for their consideration. At the public meeting on August 16, 2022, the City Council approved this City Response, and directed the City Manager to submit this City Response on behalf of the City Council.

Therefore, this City Response represents the required response to the Grand Jury Report from the City Council of the City of Napa and Mayor, as well as the invited responses from the Public Works Director and City Manager of the City of Napa.

General Responses

Finding F1. The City of Napa has developed a systematic and criteria-based approach to prioritizing sidewalk repairs.

City Response: The City agrees with this finding.

Finding F2. The City of Napa strives for efficiency, due to its limited number of repair crew personnel (22 full time repair crew personnel), in order to maximize sidewalk repairs throughout the year.

City Response: The City partially disagrees with this finding. The City does strive for efficiency due to the limited number of repair crew personnel to maximize sidewalk repairs

throughout the year. To provide additional clarity, it is important to state the assignments of the street maintenance personnel. The City has three crews dedicated to street maintenance with a total of 21 positions assigned to these three crews with a streets superintendent manager over the division. Only one crew, which is made up of seven members, is assigned full time to concrete sidewalk repairs. The other two crews are assigned to street paving, drainage system maintenance, street signage, pavement striping, debris removal, etc.

Finding F3. The City of Napa has identified the following five important sidewalk conditions, each assigned a numerical score (1-5), to determine repair prioritization: A) pedestrian travel areas, B) years until the sidewalk falls onto the schedule of repair under the Napa Neighborhood Streets and Sidewalk Program, C) tree issues around the sidewalk, D) proximity to schools and E) size of concrete displacement

City Response: The City agrees with this finding.

Finding F4. The Public Works Department goal for sidewalk repair is to group by proximity/location the highest-ranked priority projects, in order to develop a list of the maximum number of high priority repairs that can be completed as a single project. The goal is to complete repairs ranging from a minimum of 9 to a maximum of 15 locations to minimize movement of repair crews and maximize efficiency.

City Response: The City agrees with this finding.

Finding F5. The Public Works Department views efficiency in sidewalk repairs as a major factor in the timely repair of all damaged sidewalks. The Public Works Department has evidence and experience that the sidewalk repair rates of the Napa Neighborhood Program are four to five times greater than completing individual priority locations.

City Response: The City agrees with this finding.

Finding F6. City residents do not have easy access to sidewalk repair information due to the Public Works Department's outdated sidewalks website. An updated website could help to inform the public about the City of Napa's strong financial and operational commitment to sidewalk repair given budgetary constraints.

City Response: The City partially disagrees with this finding. The City's website did include information about the Napa Neighborhood Streets and Sidewalks Program, the Sidewalk Cost Share Program, Sidewalk Shaving Program, and sidewalk locations repaired over the previous fiscal year. The City does agree that improvements to the website would be useful in highlighting the sidewalk repair program as a City priority. In July 2022, additional information regarding the sidewalk repair programs was added to the City of Napa Public Works website.

Recommendation R1. The City of Napa should describe the rationale and advantages of the Napa Neighborhood Streets and Sidewalk Program on the Public Works Department website.

City Response: The recommendation has been implemented. In July 2022, additional information regarding the sidewalk repair programs was added to the City of Napa Public Works website. The information on the sidewalk repair programs can be found on the City webpage: <https://www.cityofnapa.org/365/Sidewalks-Curbs-Gutters>.

Recommendation R2. The City of Napa should use its Public Works Department website to explain the prioritization of sidewalk repair, including shaving and asphalt patching under the Napa Neighborhood Streets and Sidewalks Program.

City Response: The recommendation has been implemented. In July 2022, additional information regarding the sidewalk repair programs was added to the City of Napa Public Works website. The information on the sidewalk repair programs can be found on the City webpage: <https://www.cityofnapa.org/365/Sidewalks-Curbs-Gutters>.

Recommendation R3. The City of Napa should use the Public Works Department website to explain how crew efficiency assists in getting more sidewalk repairs completed each year.

City Response: The recommendation has been implemented. In July 2022, updated information regarding the sidewalk repair programs has been added to the City of Napa Public Works website. The information on the sidewalk repair programs can be found on the City webpage: <https://www.cityofnapa.org/365/Sidewalks-Curbs-Gutters>.

Recommendation R4. The City of Napa should use the Public Works Department website to emphasize the Cost Sharing program and the benefits it provides to residents whose sidewalks are not scheduled for near-term repairs.

City Response: The recommendation has been implemented. In July 2022, updated information regarding the sidewalk repair programs has been added to the City of Napa Public Works website. The information on the sidewalk repair programs can be found on the City webpage: <https://www.cityofnapa.org/365/Sidewalks-Curbs-Gutters>.

Recommendation R5. The City of Napa should update the Public Works Department website to reflect its strong financial and operational commitment to sidewalk repair year over year and to describe any plans for the future.

City Response: The recommendation has been implemented. In July 2022, updated information regarding the sidewalk repair programs has been added to the City of Napa Public Works website. The information on the sidewalk repair programs can be found on the City webpage: <https://www.cityofnapa.org/365/Sidewalks-Curbs-Gutters>.

Reporting from 2019-2020 Report

The 2021-2022 Grand Jury Report appendix includes a finding that the City had not met the commitments made in the City’s responses to recommendations from the 2019-2020 Napa County Grand Jury Final Report entitled “The City of Napa’s Sidewalks: Watch your Step!” The City wholly disagrees with this finding for the reasons set forth below, as well as the reasons

documented in the City's letter to the Grand Jury dated October 21, 2021, attached to this Response as Exhibit A. The following section of this response includes the 2019-2020 recommendation, the City response, and status of the implementation of the actions detailed as part of the response.

2019-2020 Recommendation R1. The Jury recommends that Public Works Department publish definitions of the terms "priority," "location," and "one-off" whenever those terms are used in documents or information made available to the public, to be completed by December 31, 2020.

City Response 2019-2020: This recommendation will be implemented by December 31, 2020. "One-off" is not an official term and will not be used in City documents.

City Response 2021-2022: The Public Works Department Sidewalk Repair Policy/Procedures was completed on December 23, 2020, and is attached to this Response as Exhibit B. The definitions for both terms were included in the Public Works document. The definitions were also added to the City's website as part of the document that listed the specific sidewalk repairs completed by location. In July 2022, there was a significant update to the sidewalk program information included on the City of Napa's Public Works webpages including a new section for definitions.

2019-2020 Recommendation R2. The Jury recommends that the Public Works Department adhere to their published definitions of terms such as "priority," "location," and "one-off" in their recordkeeping efforts so that PWD's reporting on the number of sidewalk repairs is consistent and clear, to be completed by December 31, 2020.

City Response 2019-2020: This recommendation will be implemented by December 31, 2020.

City Response 2021-2022: Terms were defined in the Public Works Department Sidewalk Repair Policy/Procedures completed on 12/23/2020 and are used for program documentation.

2019-2020 Recommendation R3. The Jury recommends that the Public Works Department adopt a written policy governing the selection of individual "one-off" or "priority" repair projects, to be completed by December 31, 2020.

City Response 2019-2020: This recommendation will be implemented by December 31, 2020. This recommendation is being implemented as part of a written department policy and will include the prioritization for investments of limited resources as stated above.

City Response 2021-2022: The Public Works Department Sidewalk Repair Policy/Procedures, completed on 12/23/2020, is the written policy that sets criteria and procedures for identifying "priority" repair locations.

2019-2020 Recommendation R6. The Jury recommends that the Public Works Department annually publish on the City of Napa's website a street address list of priority projects completed each year, to be completed by December 31, 2020.

City Response 2019-2020: This recommendation will be implemented by December 31, 2020. In January, with the assistance of the City's GIS Coordinator, the Public Works Department initiated work to produce an interactive map to display locations of sidewalk repairs. The interactive map is being modeled after one published by the City of Dublin, Ohio. (<https://dublinohiousa.gov/engineering/sidewalk-maintenance-program/>). Once completed, the interface will be updated annually.

City Response 2021-2022: The detailed lists (by address) for repairs from July 2019 through 2020 was prepared for posting on the City's website by December 31, 2020. In October 2021 City staff identified that the detailed list for repairs was not locatable on the City's website. Links to the detailed lists were added to the City's website and verified in October 2021. In July 2022, there was a significant update to the sidewalk program information included on the City of Napa's Public Works webpages, including adding a list of sidewalk repairs made through June 2022. The information can be found at: <https://www.cityofnapa.org/365/Sidewalks-Curbs-Gutters>.

2019-2020 Recommendation R7. The Jury recommends that the Public Works Department update its portion of the City of Napa's website to better inform citizens. At a minimum, the update should include the most current schedule or map for sidewalk repairs as well as a link to facilitate citizen reporting of sidewalk issues, to be completed by December 31, 2020.

City Response: This recommendation will be implemented by December 31, 2020.

City Response 2021-2022: Additional information was added to the Public Works webpage for sidewalks by December 31, 2020. The Neighborhood Schedule had been posted on the website, additional links for the service center were added, and a list of the completed repairs was posted in 2021. In July 2022, there was a significant update to the sidewalk program information included on the City of Napa's Public Works webpages.

2019-2020 Recommendation R8. The Jury recommends that the Public Works Department develop a schedule and methodology for assessing the success of the conversion to the Workorder Asset Management system and their ability to use it effectively, to be completed by December 31, 2020.

City Response 2019-2020: This recommendation will be implemented by December 31, 2020. As the City team continues the process for the set up and implementation of the Workorder Asset Management system, program goals, performance metrics and monitoring will be established.

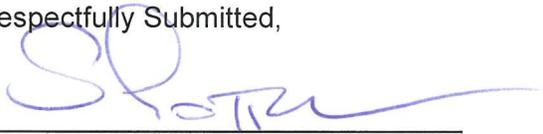
City Response 2021-2022: In 2020, the goals, schedule, and performance metrics were established. The system has now been set up to receive reports for damaged sidewalk locations, generate workorders to evaluate damage and create a numerical rating, and generate a list of locations appropriate for the shaving program. The Public Works Department has experienced staffing turnover in the key positions assigned to the implementation for the Workorder Asset Management system and our team has identified the need for additional technical assistance to complete the action plan for final set up. As part of our FY 2022/2023 approved budget, a limited term position was funded to focus on the further development of the Workorder Asset Management system citywide and the

City of Napa Response to 2021-2022 Napa County Grand Jury
Compliance and Implementation Report

management of the City's Geographical Information System (GIS). Once hired, the limited term employee will meet with the operations management team, review the system, and develop a workplan to make additional modifications to the Workorder Asset Management system. The additional steps identified for full implementation include: developing GIS mapping for system, developing workflow to close workorders where repairs have been completed, integrating repairs from the cost share program and Capital Improvement Program projects, additional training for maintenance employees to use the system and to create new workorders, supplying additional electronic tablets to maintenance employees, troubleshooting interface forms through feedback from maintenance team, and creating improved and streamlined reporting templates. Many of these tasks have commenced and the addition of the new limited term employee will aid in the completion of the system implementation and system verifications. The revised workplan is scheduled to be completed by June 30, 2023.

The City of Napa thanks the Grand Jury for its service during the 2021-2022 term. We take our responsibility to improve the City's sidewalk system very seriously and have worked to improve the program and increase communication. The Public Works Department strives to optimize the use of the limited funding to address sidewalk damage throughout the City. If you or the Grand Jury Foreperson have any questions regarding the City's response, please contact me.

Respectfully Submitted,



Steve Potter, City Manager

cc: Michael Stone, Foreperson, 2021-2022 Napa County Grand Jury (Napa County Grand Jury, 1754 Second St., Suite D, Napa, CA 94559)
Michael Barrett, City Attorney
Julie Lucido, Public Works Director
Peter Brestak, Interim Operations Manager
Dominic Digloria, Streets Superintendent
John Mason, Associate Engineer

EXHIBIT A



CITY MANAGER'S OFFICE

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October 21, 2021

Mr. Michael Stone, Foreperson
2021-2022 Napa County Grand Jury
1754 Second Street, Suite D
Napa, California 94559
mstone@napacivilgrandjury.org

Subject: Response to October 14, 2021 Correspondence

Dear Mr. Stone:

Below is the update requested per the letter dated October 14, 2021.

Recommendation	Completion	Status/Notes
No 1: Publish definitions for "priority" and "location"	12/23/2020	The Public Works Department Sidewalk Repair Policy/Procedures was completed on 12/23/2020. The definition for both terms were developed and being used.
No 2: Use terms above in record keeping	12/23/2020	Terms were defined in the Public Works Department Sidewalk Repair Policy/Procedures and are used for program documentation.
No. 3: Adopt written policy for "priority" repair projects	12/23/2020	The Public Works Department Sidewalk Repair Policy/Procedures, completed on 12/23/2020, is the written policy that sets criteria and procedures for selection of "priority" repairs.
No. 6: Publish on website a list of priority projects completed each year	--	The detailed list (by address) for repairs from July 2019 through December 2020 was developed for posting by the end of 2020. The list was posted (or reposted) to the website by our public works staff when they were unable to find the link to respond to this request. (https://www.cityofnapa.org/DocumentCenter/View/8668/Fiscal-year-2019---2020-Concrete-Repair-PDF)
No. 7: Update website to better inform citizens of upcoming annual projects	9/2020	A link to the City's service center was added to the Public Works Department main page in two locations and a direct link to the neighborhood paving and sidewalk maps was also added to the Public Works Department homepage.
No. 8: Develop schedule and methodology for assessing success of workorder asset management system	12/23/2020	The Public Works Department developed goals, implementation steps and schedule for the implementation of the Lucity workorder asset management system for the sidewalk repair programs.

Sincerely,

Steve Potter
City Manager

EXHIBIT A



A Tradition of Stewardship
A Commitment to Service

NAPA COUNTY GRAND JURY

1754 SECOND STREET, SUITE D
NAPA, CALIFORNIA 94559

October 14, 2021

Steve Potter
Napa City Manager
PO Box 660
Napa, California 94559

Re: The City's Response to the 2019-2020 Napa Grand Jury Report: "The City of Napa's Sidewalks – Watch your Step!"

Dear Mr. Potter:

In response to the 2019-2020 Napa Grand Jury report set forth above, the City of Napa agreed to comply with the following recommendations.

Recommendation 1: Publish definition of terms "priority" and "location", to the public - Projected Completion Date: 12/31/2020

Recommendation 2: Public works department (PWD) use above terms in their recordkeeping -Projected Completion Date: 12/31/2020

Recommendation 3: PWD adopt written policy governing selection of "one-off" or "priority" repair projects – Projected completion date 12/31/2020

Recommendation 6: PWD to publish on City of Napa's website a list of priority projects completed each year – Projected completion date 12/31/2020

Recommendation 7: PWD to update its website to better inform citizens of upcoming annual sidewalk projects – Projected completion date 12/31/2020

Recommendation 8: PWD to assess the success of the conversion to the Workorder Asset Management system – Projected completion date 12/31/2020

The Grand Jury is in the process of completing its Continuity and Response report but has been unable to determine whether the above matters were addressed as specified. We therefore ask that you provide a response to this correspondence within the next 15 days indicating the status of each of the actions the City agreed were to be implemented.

We are providing the following table for your convenience.

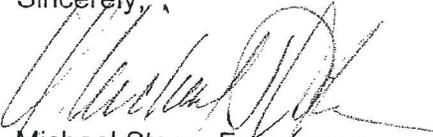
Recommendation	Completion Date	Status
No. 1		

EXHIBIT A

No. 2		
No. 3		
No. 6		
No. 7		
No.8		

We appreciate your assistance in allowing us to prepare the most accurate report possible. If it is more efficient, please do not hesitate to respond to this correspondence by email to mstone@napacivilgrandjury.org.

Sincerely,



Michael Stone, Foreperson
2021-2022 Napa County Grand Jury

EXHIBIT B

**City of Napa
Public Works Department
Operations Division**



Sidewalk Repair Policy/Procedure

I hereby approve the Sidewalk Repair Policy and Procedure, effective December 23, 2020.



Julie B. Lucido, Public Works Director



EXHIBIT B
City of Napa, Public Works Department
Operations Division
Sidewalk Repair Policy/Procedure

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City of Napa, Public Works Department
Operations Division
Sidewalk Repair Policy/Procedure

1 Scope

These procedures establish the business practices to prioritize and standardize the process of scheduling and executing concrete sidewalk repairs by the Public Works Maintenance Operations (Operations) group.

2 Objective

The objective of this procedure is to identify the methods of prioritizing and scheduling repairs to address damaged concrete sidewalks.

This procedure is part of a broader effort to evenly distribute the repair of sidewalks across the city in a manner based on key criteria to determine the priority of the repair in a transparent manner and to complete the work in an efficient manner. The City views efficiency in the repairs and the methods of repairs as key factors in completion of that task.

3 Key Definitions

“Concrete Sidewalk Displacement” (CSD) is any deformation, deterioration or damage to a sidewalk that results in a non-flat and discontinuous surface in the vertical plane that does not comply with the standard specifications.

“Lucity Asset Management System” is a software system used by governmental bodies to track requests and work performed by address or geospatial asset type.

“Prioritization System” is the manner and method at which damaged sidewalk locations are evaluated by set criteria to determine which repairs will be completed first.

“Priority Location” is a specific place, typically by address, that a CSD exists or existed that is outside that has been evaluated through the prioritization system and determined as a location for repair outside of the Neighborhood Sidewalk Program.

“Neighborhood Sidewalk Program” is the concrete sidewalk repair program managed and operated by the Public Works Operations Division that repairs public sidewalks and concrete walkways in residential areas, typically associated with the Paving Program areas.

“Service Request” is any formal complaint received by the City pertaining to an issue with the sidewalk that has been validated and cataloged by Public Works as requiring a repair.

“Sidewalk Cost Share Program” is the program managed and implemented by Public Works Engineering Division to provide for partial reimbursement to preapproved property owners for the repair of public sidewalks completed by the property owners.



EXHIBIT B
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Operations Division
Sidewalk Repair Policy/Procedure

“Sidewalk Shaving” a method completing sidewalk repairs and removing CSDs with horizontal saw cutting to remove a portion of the surface of an existing sidewalk where vertical displacements to not exceed 2-inches.

“Trip and Fall Location” is a specific place where a report has been made to the City that a person has experienced a fall in proximity to a damaged sidewalk.

4 Procedure

All reports of damaged public sidewalks received by employees will be investigated and cataloged into the Lucity Asset Management System (Lucity). Reports will be investigated and checked to determine if the damaged location had previously been documented into the service requests in Lucity. If a request is found to be a duplicate the record will be entered into Lucity, with a status of “cancelled-duplicate” to ensure an accurate record of the issue to document the total number of reports made for a given location. Once a service request has been initiated, information on the CSD will be taken and cataloged into Lucity for records and to be put into the Prioritization System. The prioritization system will lead to the creation of a priority location to be put into the schedule of repairs.

4.1 Prioritization System & Rating of Conditions

The prioritization system is used to determine the order in which sidewalk damage locations that are not scheduled within the current year for the Neighborhood Sidewalk Program are repaired. The following items will be cataloged as part of the prioritization program:

4.1.1 Pedestrian Travel Area

Main pedestrian travel areas and areas where large volumes of people would congregate are a consideration, including commercial areas, churches, and routes to schools and parks. Major travel paths would receive a 5, sidewalks that connect these main pedestrian ways receive a 3, collector streets in residential areas would get a 2 and all remaining streets would receive a 1.

4.1.2 Napa Neighborhood Streets and Sidewalk Program

The Napa Neighborhood Streets and Sidewalk program provides a citywide schedule of sidewalk repairs in residential areas. The greater the time period in which the location is to be repaired, the higher the priority score that will be assigned.

Years Until NNSSP scheduled in area	Score Received
7 +	5
6 to 7	4
4 to 6	3



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Sidewalk Repair Policy/Procedure

4 to 2	3
2 to 4	2
Under 2	1

4.1.3 Tree Issues

With trees causing a substantial amount of the sidewalk damage, a consideration will be the scheduling of tree removals by the Parks Department. If Parks has removed the tree the location will receive a 5. If Parks has scheduled the tree removal in their work plan in the next 6 months it will receive a 4, and if it is planned for the next year it will receive a 3. If Parks has evaluated the tree and sidewalk location, but has not scheduled the work, it will receive a 2, If there is not a tree causing the damage, it will receive a 1.

4.1.4 Proximity to Schools

Areas close to school pose and issue and would require their own buffer. If a (CSD) is within 250 feet of school property, it would receive a 5, If it is within 500 feet of a school it would receive a 3, if it is farther than 500 feet it would receive a 1.

Distance from school property (ft)	Score Received
<250	5
250 to 500	3
500+	1

4.1.5 Size of Displacement

The height of the vertical displacement will be considered and rated by severity as shown below. Displacement would only be measured vertically and not take into account the amount of work directly as priority. Displacements larger than 6 inches would receive a 5, displacements from 4 to 6 inches would receive a 4. Displacements from 4 to 2 inches would receive a 3, and 1.5 to two inches would receive a 2. Displacements smaller than 1.5 inches would receive a 1. As a note typical repair method for a displacement under 1.5 inches would be included in the concrete shaving a grind completed by a subcontractor.

Size of Displacement (vertical inches)	Score Received
6 +	5
4 to 6	4
2 to 4	3
1.5 to 2	3
Under 1.5	1



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Operations Division
Sidewalk Repair Policy/Procedure

4.2 Priority Location List Management

A primary list of the priority locations will be generated and kept inside of the Lucity Asset Management System based on the average score from the 5 criteria listed above. This data will be updated at least once a week as new service requests are created and the list will be updated on an on-going basis by the asset management program. As permanent repairs at priority locations and through other methods (i.e. cost share or neighborhood sidewalk program) are completed, a work order will be created in the system to remove the CSD from the priority list. A second list of Priority locations will be kept for CSDs that are under 2 inches in vertical displacement and are not associated with a source that is on-going. An on-going source issue would be related to items such as a tree, utility box or other situation in which the displacement is determined that it will most likely continue to move without complete removal of the source. These locations will be kept separate from the Sidewalk Shaving priority list as the repair would be ineffective over time without address the source.

4.3 Priority Location Scheduling

The Goal of the Public Works Department will be to group the highest ranked priority locations and group with others in the area to develop a list of as many high priority repairs in a area that can be completed as a single project (i.e. through a single demo, forming, and pour operation). The goal of the Public Works Department will be to complete a minimum of 50 CSDs per year while minimizing movement of the repair crews. For this reason, the goals will be to complete the CSDs while performing the repairs at a minimum of 9 locations and maximum of 15 locations (until no longer practical). CSDs that can be repaired within 100 feet of the original priority location will be included into the schedule to be accomplished at that time. The repairs adjacent to a primary priority location are not required to be in the system but will be included during the staging of the work to increase production and efficiency.

Priority Locations from the primary list will be repaired throughout the year as crews become available and scheduling allows to complete sidewalk repair efficiently throughout the City. The Public Works Department views efficiency in sidewalk repairs as a major factor to the timely repair of all CSDs throughout the City of Napa. Past experience has shown that production rates of the Neighborhood Program are approximately 4 times greater than completing the priority locations. For this reason, priority locations while important will be completed outside of the larger and more efficient Neighborhood Program.

Priority Locations from the Sidewalk Shaving List will be completed annually through contract services scheduled to coincide with location in the Neighborhood Sidewalk Program. These repairs made by the contractor will be completed as budget and schedule allows to remain efficient to the program as a whole.

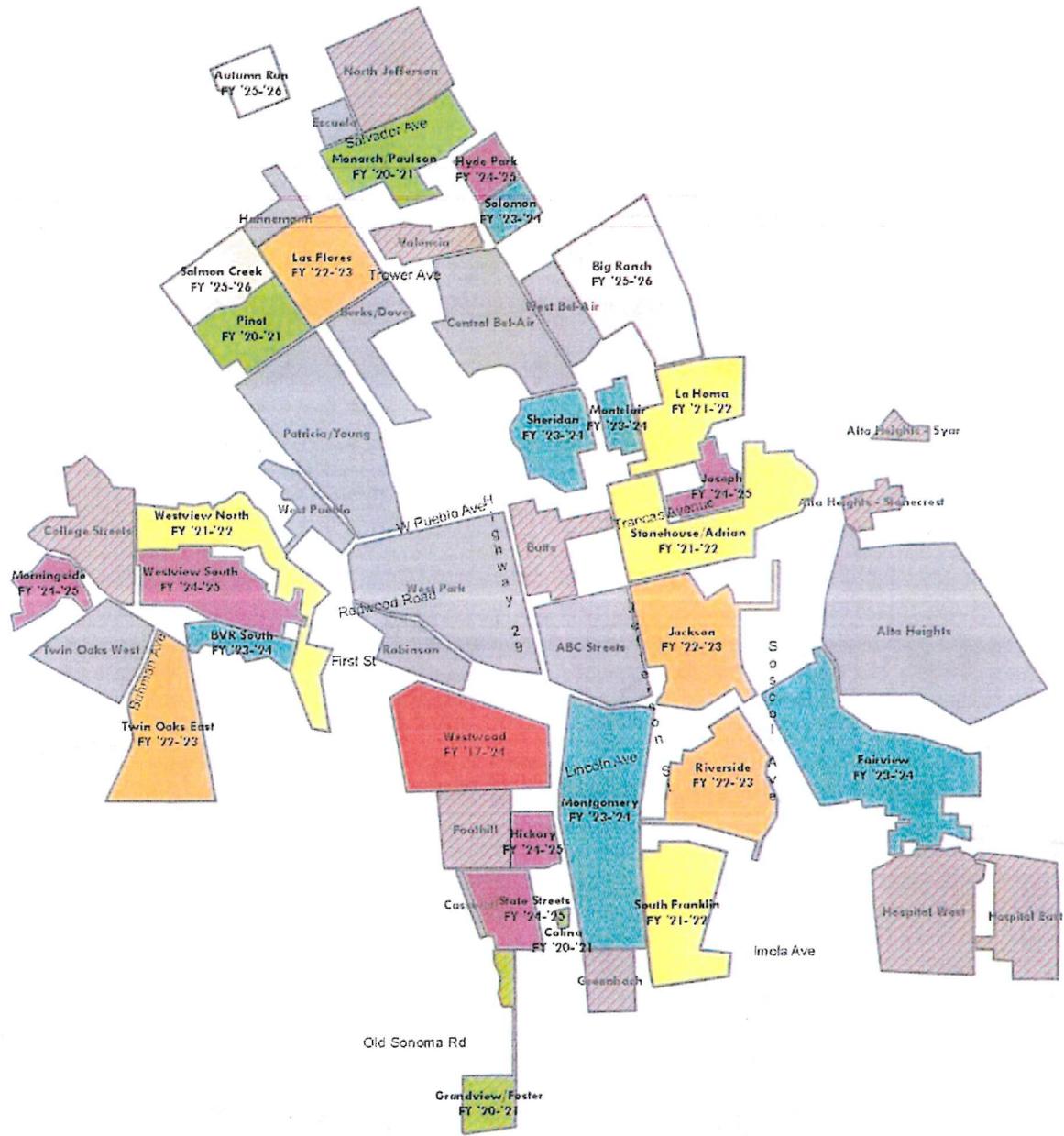


EXHIBIT B
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Operations Division
Sidewalk Repair Policy/Procedure

5 Exhibits

- 5.1 City Paving Plan
- 5.2 Pedestrian Pathway Priority Map
- 5.3 School Buffer Zone Map

EXHIBIT B NAPA NEIGHBORHOOD STREETS AND SIDEWALKS PROGRAM



Sidewalk Repairs

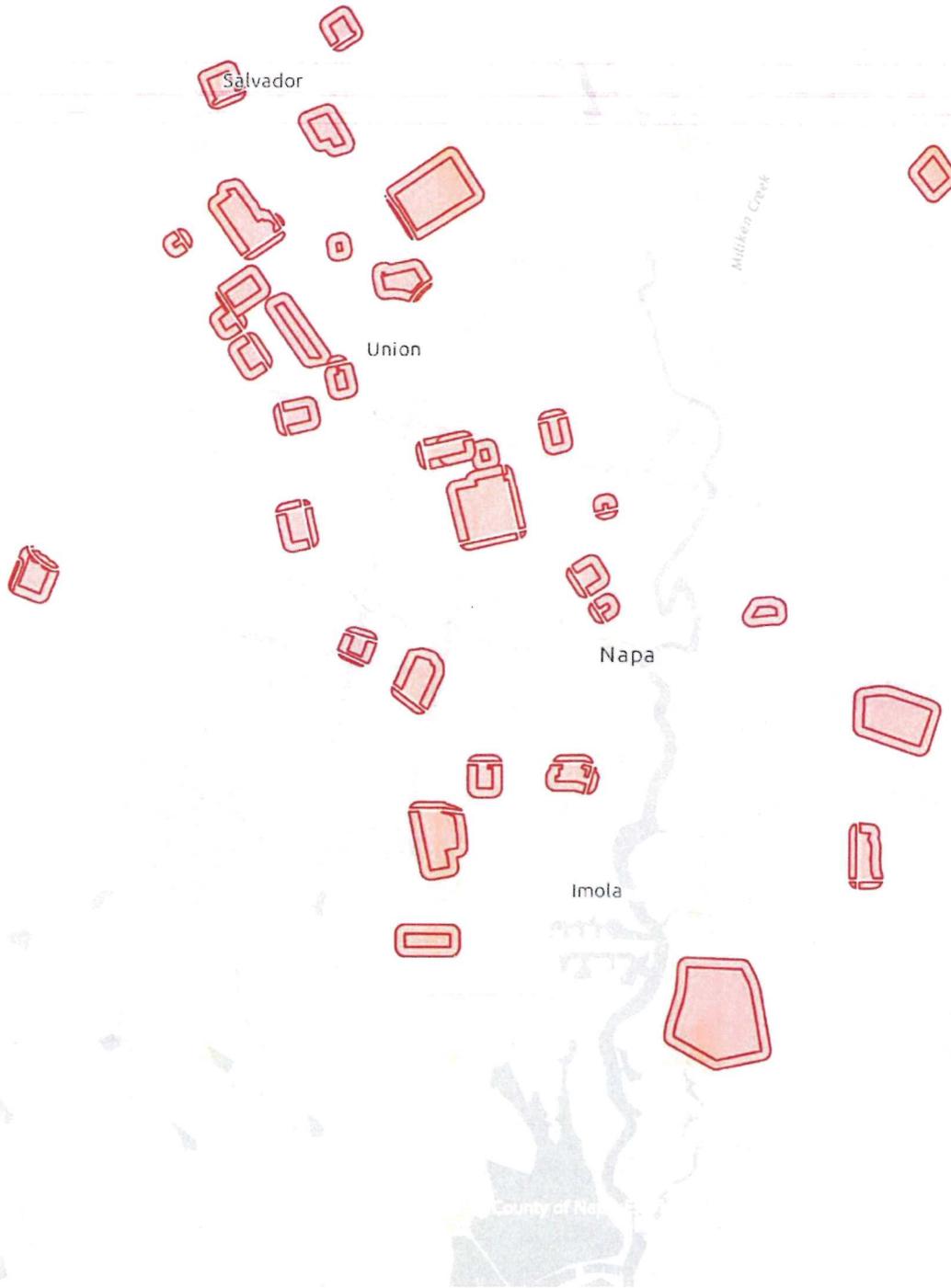
- Repairs Incomplete
- Repairs Completed

Paving Schedule

- | | | | | | |
|--|------------|--|------------|--|------------|
| | FY '09-'20 | | FY '20-'21 | | FY '23-'24 |
| | FY '17-'24 | | FY '21-'22 | | FY '24-'25 |
| | FY '19-'20 | | FY '22-'23 | | FY '25-'26 |

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EXHIBIT B Napa School Prioritization Proximity Map



Pavement Priority Locations

-  School
-  School Buffer 250ft

EXHIBIT B Napa Pedestrian Travel Path Prioritization Map



Pavement Priority Locations

-  Street High
-  Street Medium