

From: Tyler Martin tyler@tmartindevelopment.com  
Subject: Transportation Committee Update
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To:

TM

Transportation Committee-

Thanks for your support as the newly appointed chair. We all bring a unique perspective to the table, and I look forward to working with you. :)

As promised, I continue to make edits to the CIP project description and request to form a parking district. At the meeting, I forgot to mention the Traffic Study Request SN 40300892511 submitted to the Transportation Department, however it was on the agenda. These typically take 90 for the transportation department to complete, then will be incorporated into our ongoing discussions.

For the parking district, I am working out the Advisory Board issue discussed at the meeting. I have asked Heather Werner (Mobility Director) a few questions (including the critical metering beach parking) and I am waiting to hear back. Heather just returned from a long summer vacation and is catching up. I believe metering beach parking (versus commercial i.e. Newport/Voltaire/Pt. Loma) would be more palatable for the community. Parks and Rec maintain the parking lots – but it's still public property within our planning area. Streets are public – parking lots are public. The ownership does not change – only the management. It's possible that a public/private agreement could be worked out with Parks and Rec. They may be happy to get rid of it or have financial help (could fund maintenance contractors). I'll continue to pursue answers.

The pier parking lot (~150 stalls), lifeguard station parking lot (~60 stalls) and dog beach parking lot (~300 stalls) could be enough "space" to accommodate funding needs for our **LIFETIME**. PB installed ~180 meters on a 1-year trial program and projected about ~\$350k. Is that enough money to fund OB's needed improvements? If yes, why expand metering? If no, do we favor rate increases over adding more meters? We have enormous potential in the beach lots without ever metering on-street parking. Parking meters can be ugly, however today we have options. Technology has advanced to include kiosk-based systems with less visual impact.

Our potential metering priority list could be as follows:

1. Pier Parking Lot
2. Lifeguard Station Lot
3. Dog Beach Lot
4. Commercial

The CIP project description for intersection redesign continues to be refined. This is a delicate balance – to provide the community enough detail / allowing the design team enough flexibility to solve problems. I expect to send an updated project description after my conversation with Heather Werner.

I would like to note: the purpose of this project is to fix congestion and access problems. As it related to Robb Field, the only existing CIP projects which could be incorporated are the parking lot and road resurfacing projects. Playgrounds, comfort stations, pickleball/tennis courts etc. are not included in the scope of this project as they have nothing to do with transportation. I also feel the addition of recreational amenities will eliminate us from receiving transportation grants which are available at all levels of government. Keeping the scope of this effort restricted to transportation and access is crucial for funding

opportunities.

Also, if these items go to the Planning Board, I suggest we schedule separately for each issue as to not confuse the board. So, we are discussing one item at a time. I could see the CIP project advancing before the parking district as the City is currently prioritizing a 5-year CIP plan, so time is of the essence.

Thanks,

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