

Mobility Element Motions

Motion One:

The City should encourage the use of alternative transportation, but it should not be done in a manner that is detrimental to vehicular travel. An efficient transportation system should encourage improvements in all the various transportation modes that exist – including vehicular, mass transit, and alternative forms of transportation;

Motion Two:

Encouragement of mass transit and alternative transportation should not result in the reducing of existing parking standards and requirements in either residential or commercial areas;

Motion Three:

Installation of bicycle lanes should not result in the elimination of on-street parking;

Bus lanes or other alternate transportation lanes should not result in removal of lanes for vehicles traffic unless there is strong support from the local community impacted, and the loss of lanes will not result in negative impacts to traffic flow and circulation;

Motion Four:

Community Parking Districts should not be encouraged; instead the portion of revenue generated by parking meters and parking management should be spent directly on needed public improvements.

Communities should be encouraged to set up voluntary boards, possibly as subcommittees of recognized community planning committees, to oversee the appropriate use of revenues generated in Community Parking Districts -- in no case should administrative costs exceed 10% of the total revenue generated;
(Note: The Uptown Parking District, which is held up as a model of this sort of district, presently has an annual overhead of approximately 64 %.)

Motion Five:

Absolutely no development should be permitted in any portion of an FAA recognized flight zone (path) at any airport in the City of San Diego;

Absolutely no development should be permitted in the Airport Approach Overlay Zone (AAOZ), which is a 50 - foot safety buffer immediately below the FAA flight path to and from San Diego International Airport. The AAOZ was enacted by the City of San Diego based on a model ordinance drafted by the National Transportation Safety Board.

