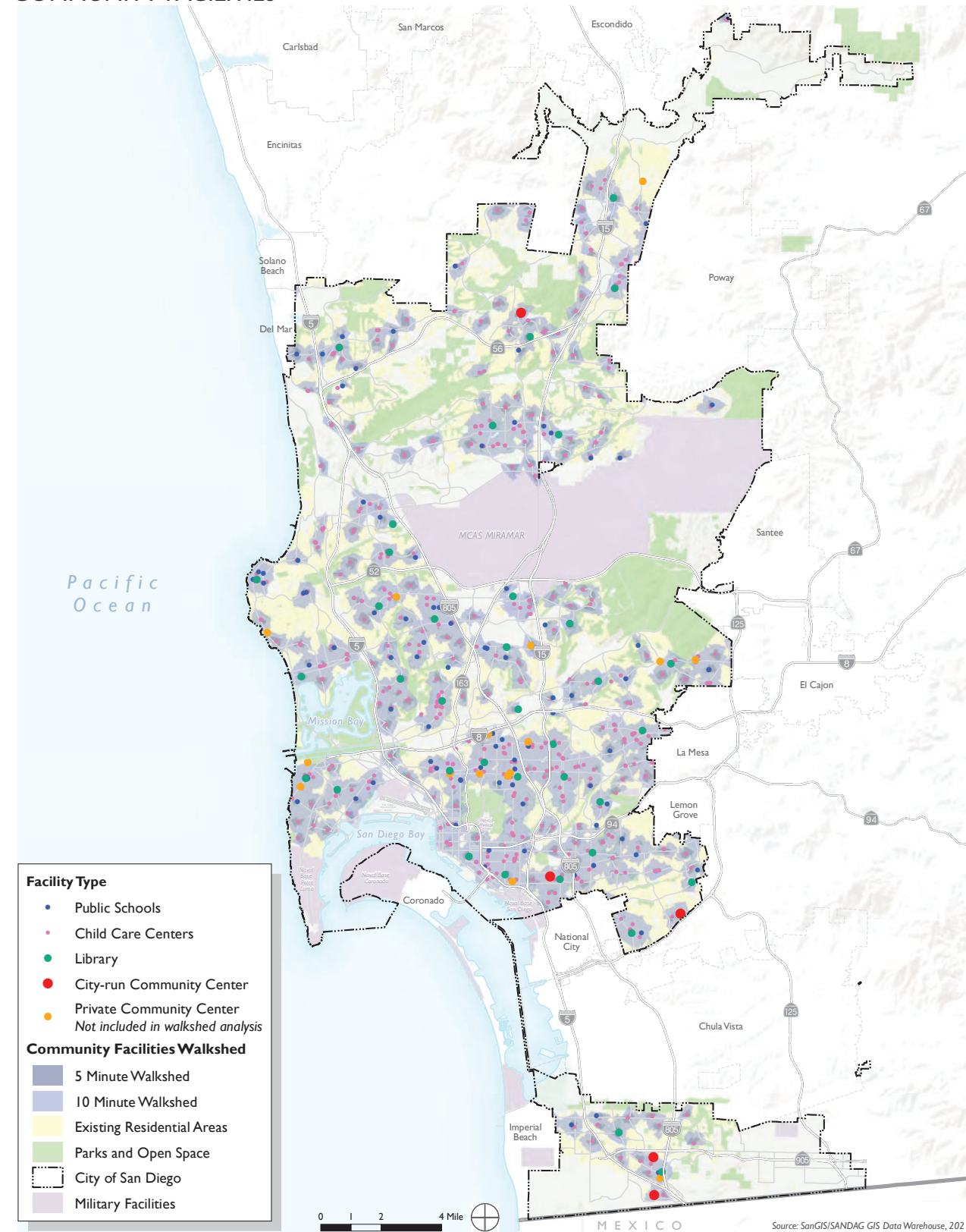


PUBLIC FACILITIES & PHYSICAL ACTIVITY

COMMUNITY FACILITIES



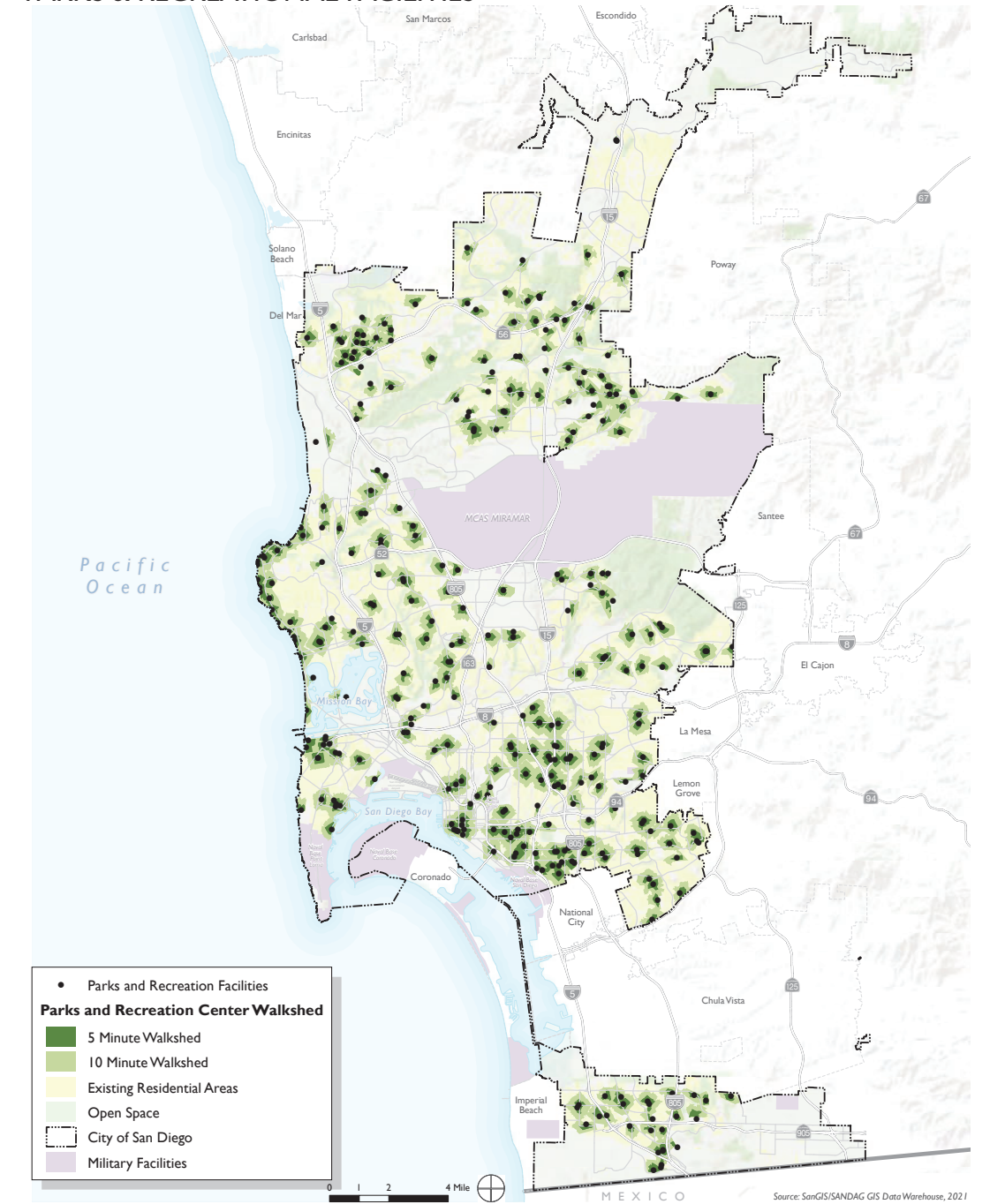
Access to Facilities & Services

Access to public amenities, including community facilities, parks, and recreational facilities, is an important component of community health. These facilities help provide necessary services and promote active lifestyles.

The map to the left shows that public facilities including libraries, schools, childcare centers, and community centers are fairly well-distributed throughout the city. Most residential areas are within a 5- or 10-minute walk of these locations, though some areas in La Jolla, Skyline-Paradise Hills, Miramar Ranch North and Rancho Bernardo are somewhat underserved. It is noted that although there are no City- or privately-run community centers in northwestern San Diego, other public facilities including libraries and schools that are found in all parts of the city are also important venues for community programs and resources.

Parks and recreational facilities are essential resources for encouraging active play and healthy lifestyles. The map to the right shows the 5- and 10-minute walksheds of parks and recreational facilities in the city, which is generally well-served. Areas that are underserved include parts of La Jolla, Kensington-Talmadge, Black Mountain Ranch, and Rancho Bernardo.

PARKS & RECREATIONAL FACILITIES

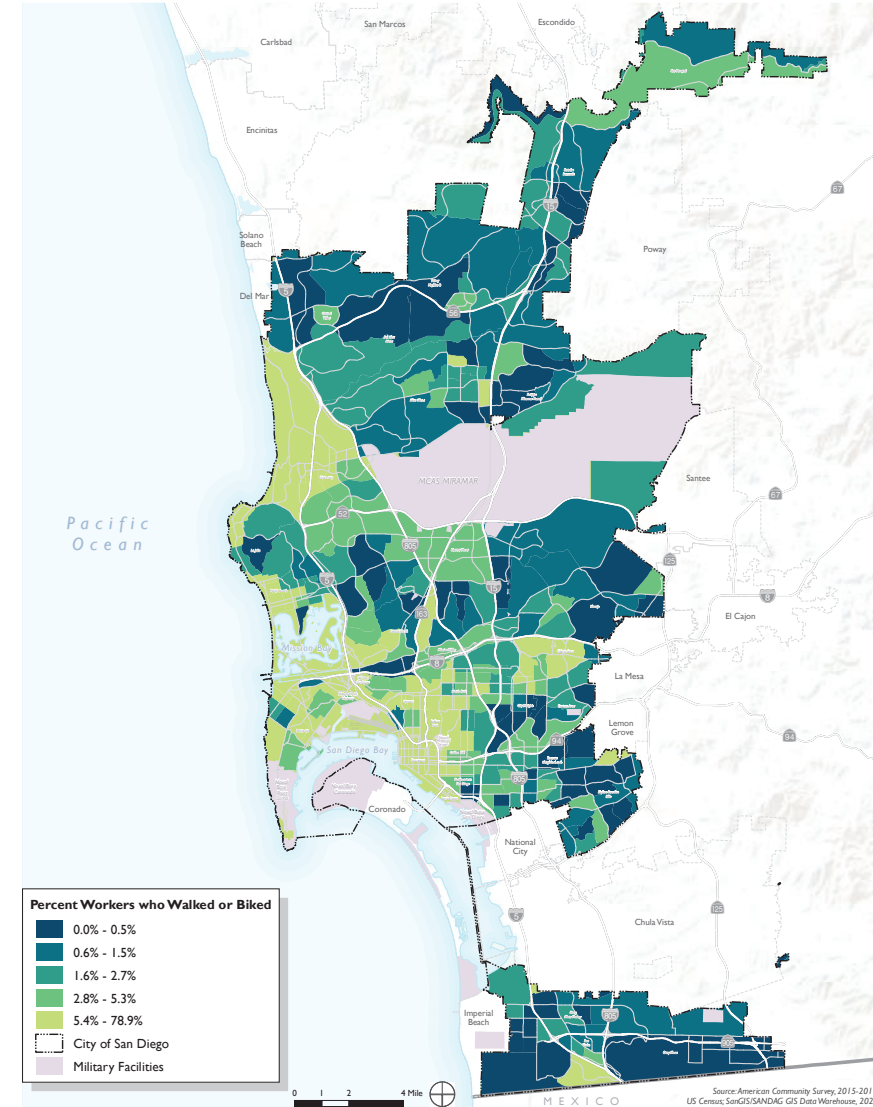


However, according to Trust for Public Land ParkServe 2021 data, provision of parks and facilities is not equitable: While walkable access is generally about 80 percent for all residents in San Diego, low-income residents have 86 percent less park space per person compared to those in high-income neighborhoods. Additionally, residents in neighborhoods of color have access to 73 percent less park space per person compared to those in white neighborhoods.

PUBLIC FACILITIES & PHYSICAL ACTIVITY

Accessibility & Mobility

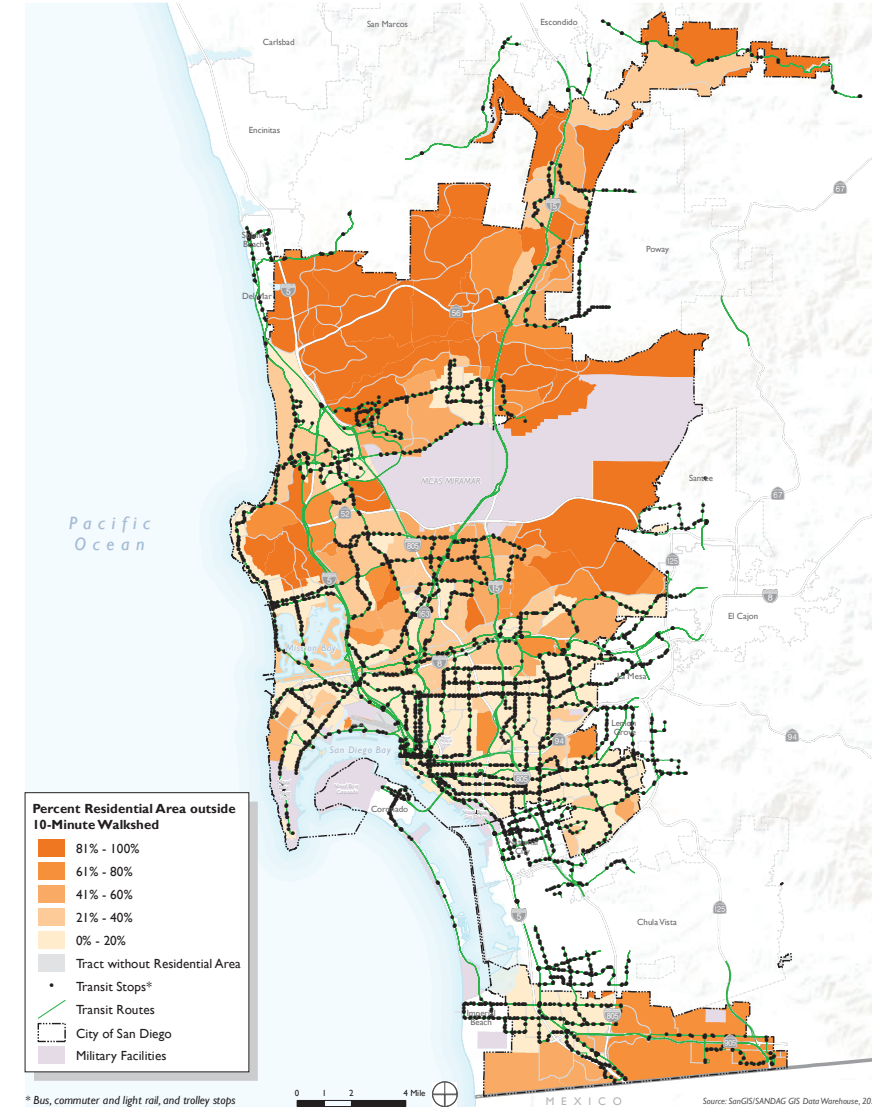
ACTIVE COMMUTERSHIP



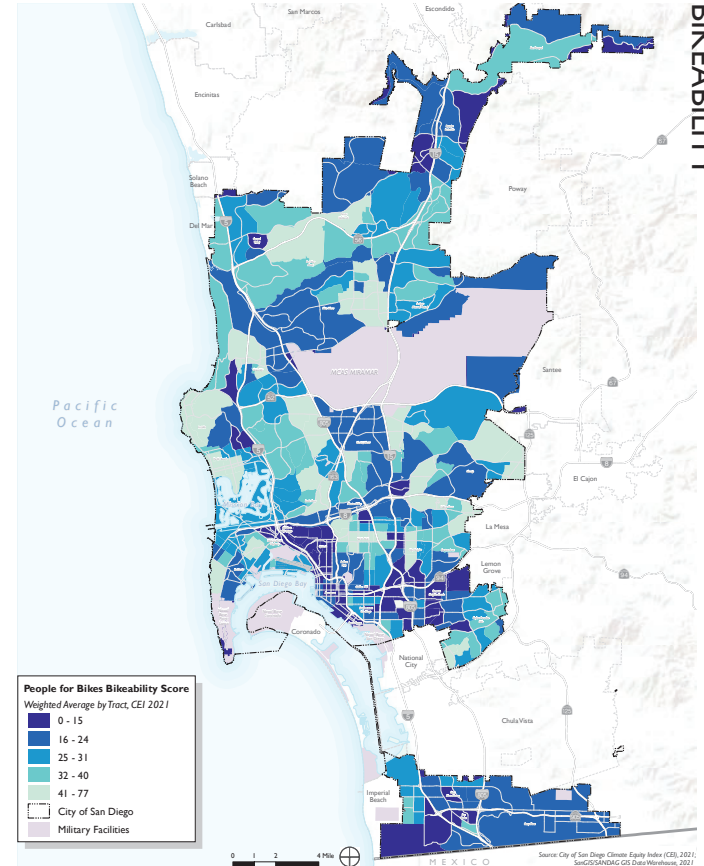
Most workers in San Diego take a car, truck, or van to work, and 75 percent drive alone. In comparison, only 4 percent take public transportation, 3 percent walk, and less than 1 percent bike to work. An active commute—walking or biking—is one way to increase daily physical activity to maintain a healthy lifestyle. However, in places where infrastructure does not support safe and convenient routes for pedestrians and cyclists or where jobs are far from residential areas, it may not be feasible for residents to choose an active mode to commute.

The above-left map shows that areas less likely to walk or bike to work are generally in the eastern half of the city, but within that area, the distribution of tracts with the least proportions of active commutership are relatively spatially equal.

TRANSIT ACCESS



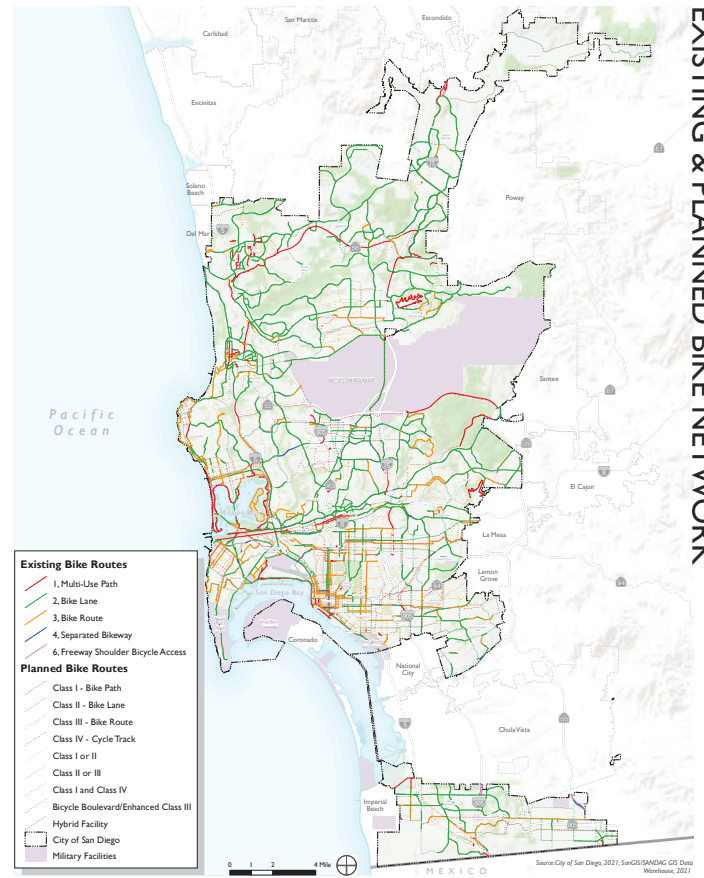
The above-right map shows the public transportation network in San Diego, which is generally densest nearer to Downtown. Areas in darker orange have higher proportions of residential area that are not within a 10-minute walk of a transit stop; a score of 100 percent indicates that no residential area within that tract is within a 10-minute walk of a transit route at all.



BIKEABILITY

The PeopleForBikes Bikeability Score (included in the City's CEI) is a city rating that measures the quality of a city's bicycle network and how people feel about biking in their city. San Diego has an overall city rating of 33 out of 100 (43rd percentile out of 104 large cities in the world), with a Network subscore of 27 and Community subscore of 58. Based on PeopleForBikes' Bike Network Analysis tool, most of the city is an area of High Stress, meaning the volume of traffic creates environments that are not comfortable for bicyclists.

This map shows tracts in darkest blue where bikeability is particularly low.



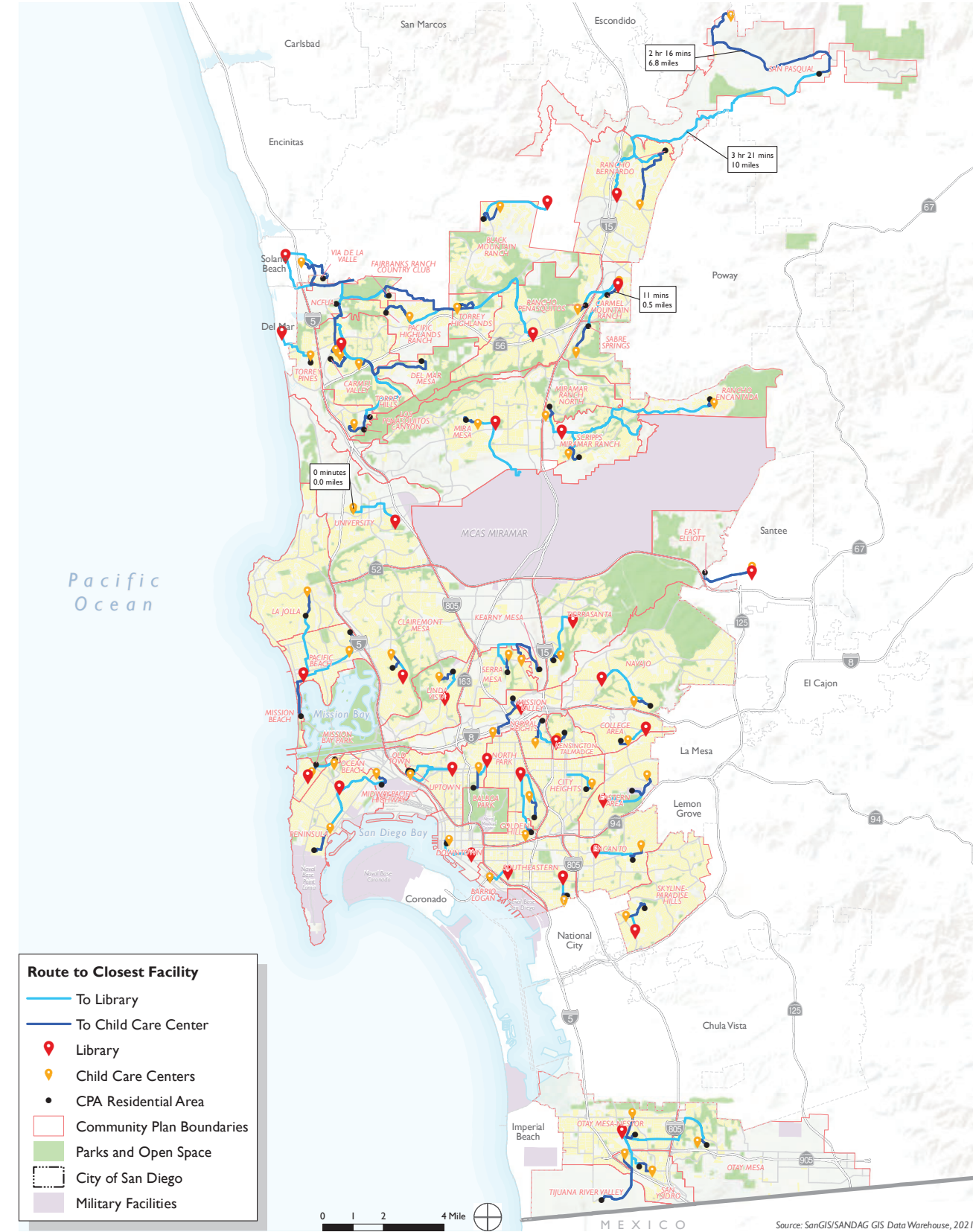
EXISTING & PLANNED BIKE NETWORK

The City's 2013 Bicycle Master Plan (BMP), mapped to the left, includes many planned bike routes that are focused on connecting existing routes in central and south-central areas of the city including Clairemont Mesa and Kearney Mesa, areas surrounding Balboa Park, and Encanto. Implementation of the BMP would likely greatly increase the bikeability of areas that currently have low scores.

PUBLIC FACILITIES & PHYSICAL ACTIVITY

Access Analysis & Barriers to Mobility

MULTIMODAL ACCESS BY COMMUNITY PLAN AREA

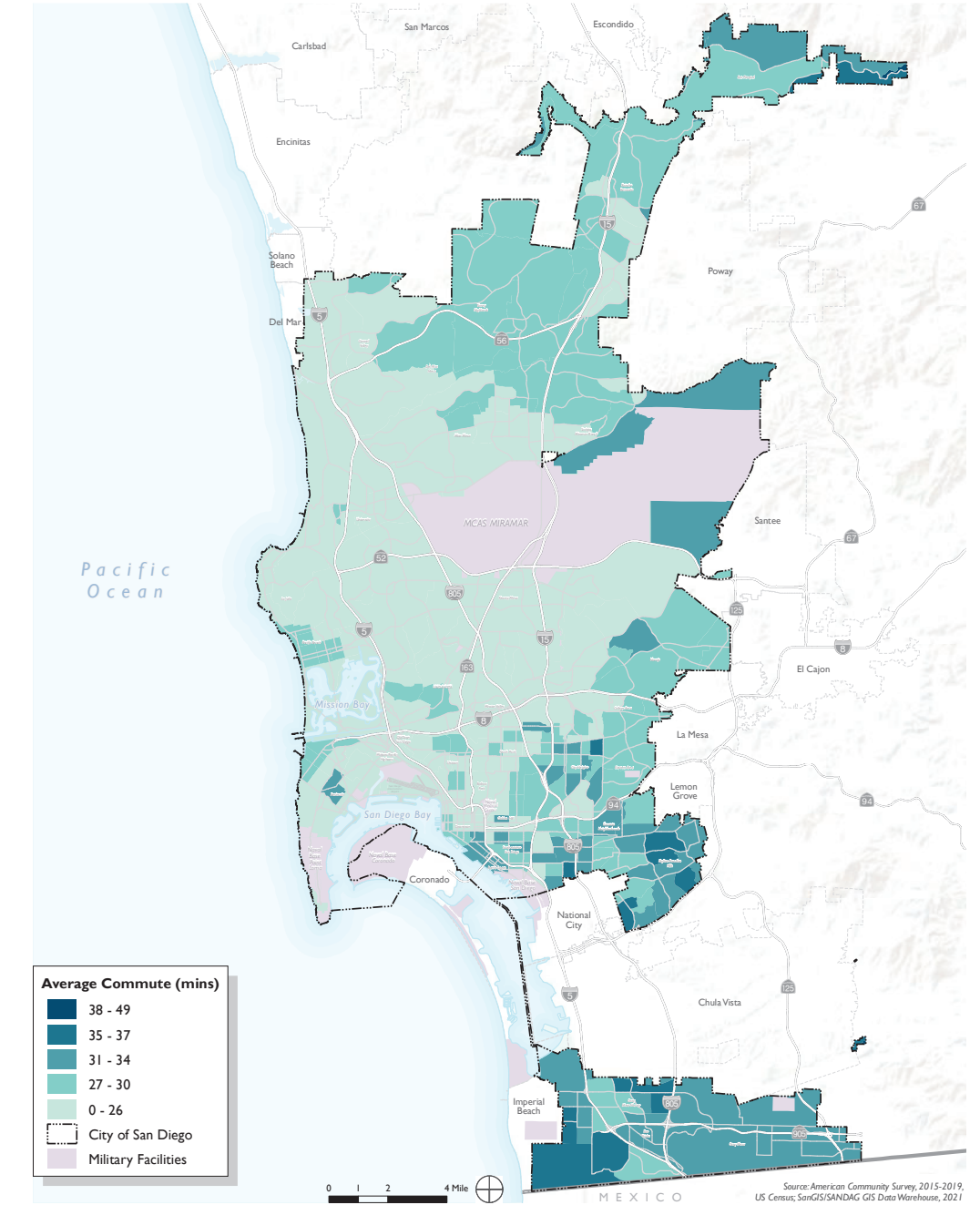


When a person lives far from regular destinations such as work or school, they spend more time and income getting to the places they need to go. Over time, this transportation burden can impact health—for example, through elevated levels of stress—and this outcome falls disproportionately on lower income residents and populations of color.

In San Diego, the average length of commute is 24.5 minutes, according to ACS 2019. This is shorter than the statewide average commute length of 29.8 minutes. Most of the city is in the bottom 20th percentile in the state, as mapped to the right, but areas such as in Skyline-Paradise Hills and Tijuana River Valley are in the top 20th percentile, with a maximum commute time of just under 50 minutes. There is a clear delineation of commute burden in the city: The western half of the city, where employment opportunities are much higher, has shorter average commutes, while communities at the eastern and southern borders of the city have the longest commutes.

The map to the left illustrates why commute times in some neighborhoods may be longer than others. Based on an analysis of the City’s transit network—including bus, rail, and trolley lines—as well as walkable roads—accessing libraries and childcare centers is particularly difficult in the northeastern communities due to less transit options and farther facility locations. Without use of a car, getting to a childcare facility could be as easy as crossing the street in University, but it could take over 2 hours for a resident in San Pasqual to arrive at the closest facility, almost 7 miles away. Likewise, there is over a 3-hour (about 9.5 miles) difference between the shortest and longest routes to reach a library.

LENGTH OF COMMUTE



TRAVEL TIME TO WORK, ACS 2019

