Appendix C

CIRCULATION & PARKING RECOMMENDATIONS

Prepared by

Wilbur Smith Associates

TABLE OF CONTENTS

TABULATIONS

ILLUSTRATIONS

APPENDIX C

Circulation and Parking Recommendations

Introduction

The provision of uncongested safe circulation and adequate and convenient parking are key elements in maintaining Mission Bay Park as one of San Diego's preferred recreation destinations. The following report presents our recommendations for correcting existing circulation and parking deficiencies and for providing the circulation and parking infrastructure necessary to support the Master Plan's land use recommendations.

Land Use Preamble

Because transportation and land use are integrally linked elements of the Master Plan, both elements should be addressed with the other in mind. For the purposes of this Master Plan, transportation was seen both as a response to land use needs and as a constraint to park development. The land use element of the Master Plan Update proposes several changes to the existing development pattern within Mission Bay Park. These changes work to provide for future Park growth, while at the same time providing for the best possible circulation and access within the Park.

In the existing condition report, three primary areas of congestion within the park were identified. These areas included the Bahia Point/Bonita Cove, De Anza Cove and Crown Point Shores. Parking and circulation in these areas were at or over capacity during peak season times. Over capacity parking and circulation at Crown Point shores led to spillover parking and increased congestion within the adjacent neighborhood.

Master Plan land use recommendations strive to ameliorate these conditions by shifting regional recreation use away from these congested areas to the South Shores Area which exhibits superior regional access characteristics such as direct access to I-5 and I-8. Specifically, regional park uses such as group picnicking are to be removed from Crown Point Shores and the area is to be redesigned to more of a neighborhood park function. At Bahia Point, regional recreation land would also be reduced. At De Anza Cove, a portion of the land currently occupied by Campland and the De Anza Trailer Resort are targeted for rehabilitation into a wetland/wildlife area. The 45-acre De Anza Trailer Resort lease area would be moved back from the point and into a portion of the area currently used for public recreation and parking. Campland would be relocated to the east side of Rose Creek. All regional recreation lands lost by these land use changes would be replaced within the South Shores/Fiesta Island area of the Park.

Circulation

The implications of these land use changes on park circulation are not expected to be dramatic, however, they will better able the Park to meet the access needs of a growing population. Shifting existing and future regional recreation use to the South Shores/Fiesta Island area has several advantages with regard to circulation. A primary advantage is that South Shores can be accessed directly from I-5, I-8 through

the I-5 connection, Pacific Coast Highway and Friars Road. Another advantage is its proximity to MTDB's planned rail extension on the eastside of I-5. Yet another advantage is that improvements to Sea World Drive, the primary facility serving South Shores, can be implemented without disturbing existing recreation areas.

In other areas of the Park, with the exception of De Anza Cove, recommended roadway improvements are minor and relate to improved signage. At De Anza, because of marshland rehabilitation, roadways are removed from the point. These improvements are shown on Figure 1. Also indicated on Figure 1 is a reconfiguration of the Fiesta Island loop road and a new secondary park road serving the South Shores area.

In response to South Shores being designated as the primary location for recreation expansion, the circulation analysis focused on developing a set of improvement alternatives for Sea World Drive. The Sea World Drive improvements are intended to serve three functions. The first function is to minimize the flow of commuters on park roads. The second function is to minimize the impact of Sea World-bound traffic on other park users.

The third function of the park roadways on South Shores would be to serve a proposed 4,300 peak-day parking lot on the southeast corner of the park. During peak days, park users would be directed to this lot and use a tram or trolley service to reach their destinations. The lot is intended to 1) reduce park traffic during peak days, 2) reduce the areas devoted to parking around the park, and 3) afford more efficient and effective control and treatment of parking area surface runoff.

Alignment Options

Three options were generated to provide the above functions ranging from comparatively the least to the most costly.

Option A -- This option, shown in Figure 2, is the least-cost option. No changes to existing roads would be required. Improvements would be limited to a grade separated crossing off of Sea World drive between Friars Road and Pacific Highway to provide right-turn access into the peak-day parking lot.

Pros: Least cost.

Cons: Configuration of peak-day parking lot is inefficient and too distant from Fiesta Island; a large number of pedestrians would be forced to cross Sea World Drive; the tramway would be impacted by the grade-separated loop; retention of Pacific Highway ramp to Sea World Drive would isolate the area of the park to the north of PH; park traffic would still have to use Sea World Drive or, as an option, would parallel Sea World Drive, impacting potential parkland area.

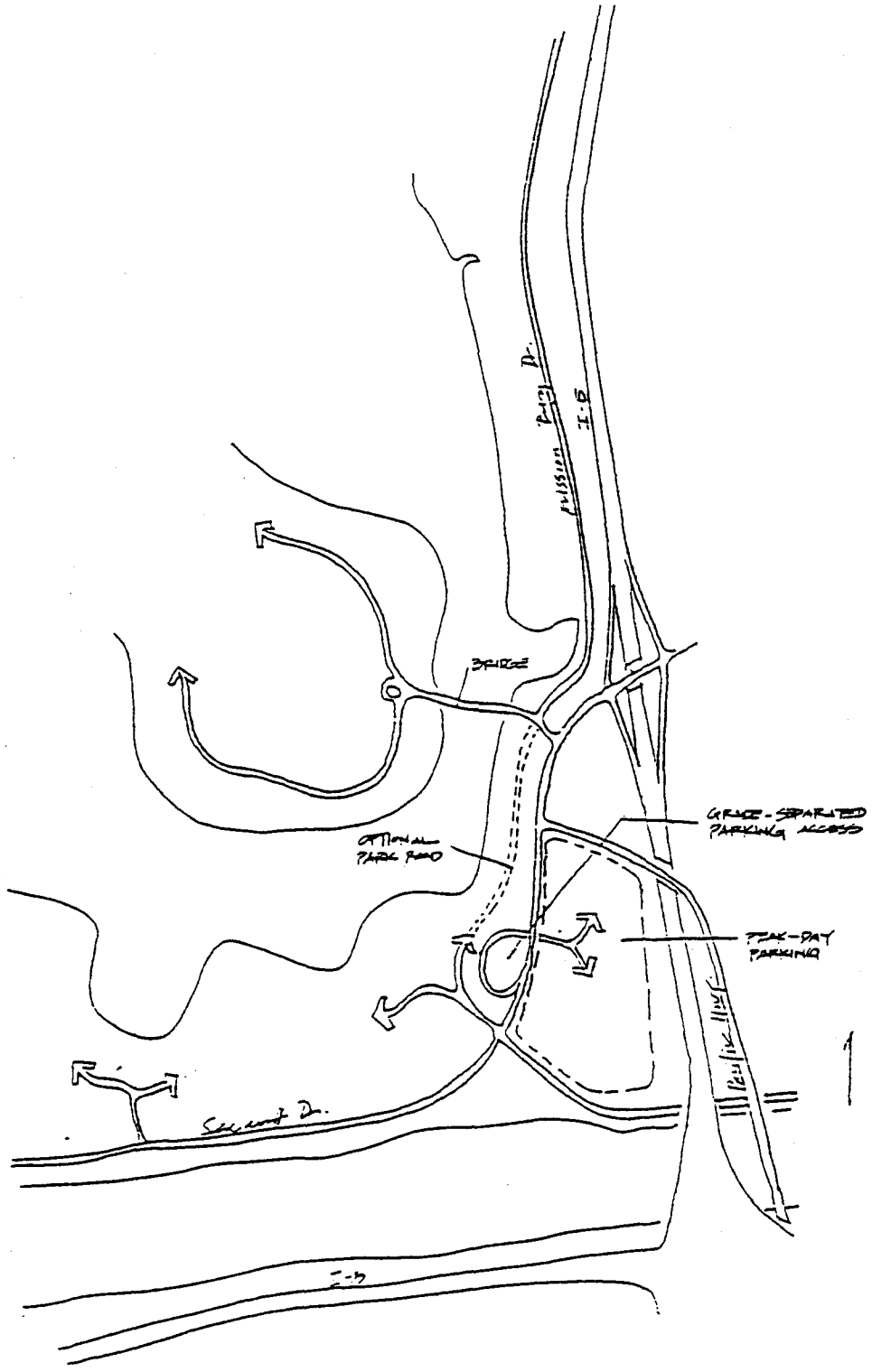
Option B -- This option, shown in Figure 3, is moderate in cost. Existing I-5 southbound on- and off-ramps on Tecolote Road would be deleted and replaced by new ramps further to the north. Sea World Drive would be routed as close to I-5 as possible. A new park road would parallel South Shores. The Pacific Highway ramp would be removed. Sea World Drive's boulevard character would be extended to the new I-5 ramps.

WSA

RECOMMENDED ROADWAY IMPROVEMENTS

Mission Bay Park Master Plan Update - Appendix C

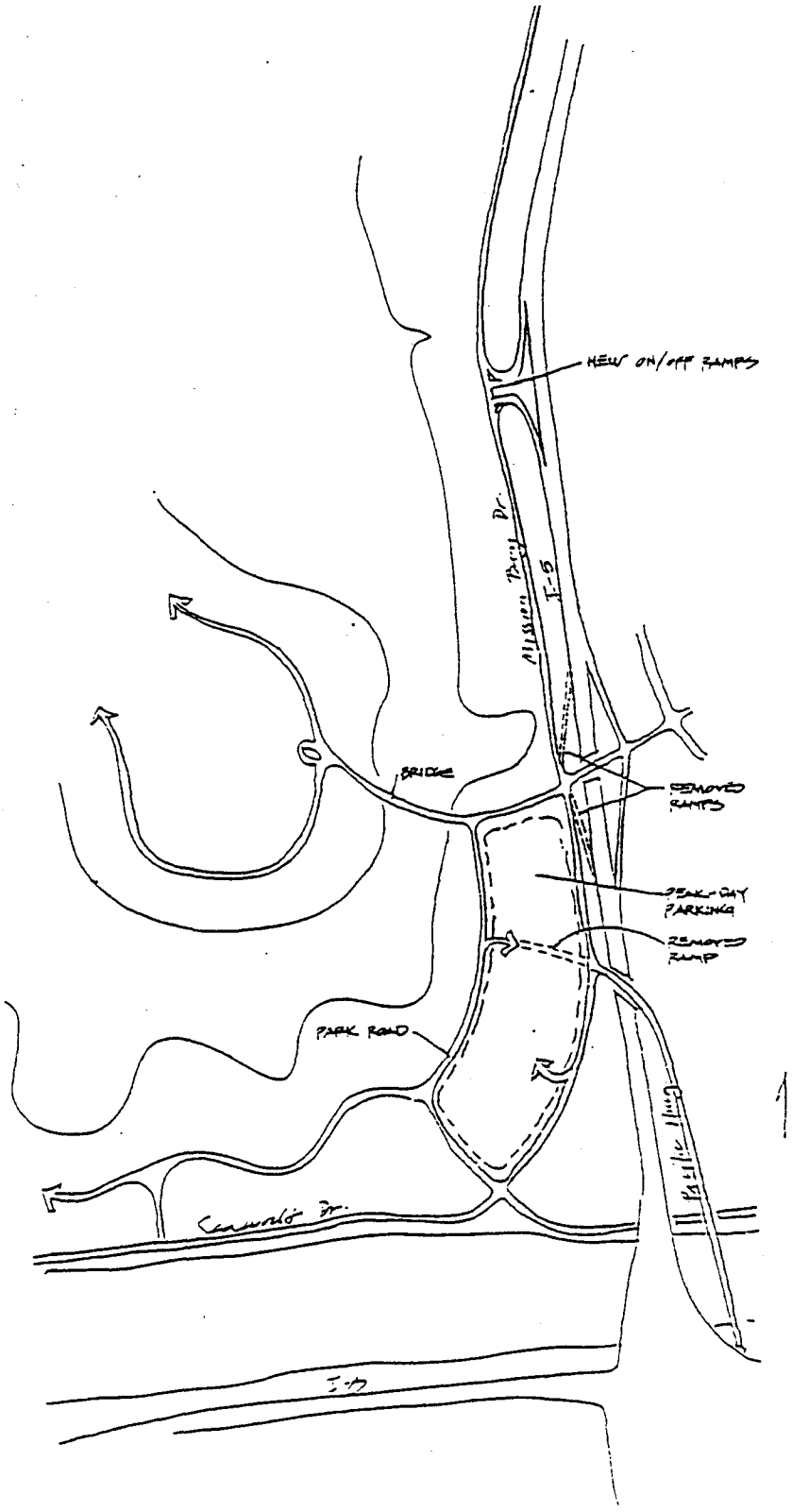
1



SOUTH SHORES ROADWAY OPTION A

Mission Bay Park Master Plan Update - Appendix C

2



SOUTH SHORES ROADWAY OPTION B

Mission Bay Park Master Plan Update - Appendix C

3

Pros: Sea World traffic is separated from Park traffic in the zone of maximum congestion; at-grade right-turn movements into the peak-day parking lot are facilitated from both Sea World Drive and the park road; the peak-day parking lot is as close as possible to Fiesta Island; the configuration of the lot is efficient, limiting the maximum distance pedestrians would walk to the tram to a standard city block; pedestrians from the peak-day parking lot would cross the park road rather than Sea World Drive, allowing for a larger number of safe potential crossings; the tramway could use the park road.

Cons: New freeway ramps would direct traffic onto the southern portion of East Shores. However, this could be mitigated by treating this portion of Mission Bay Drive like a boulevard, with a planted median and left-turning pockets to access the existing parking areas.

Option C -- This is the highest-cost option. As shown in Figure 4, flyover exit ramp from I-5 would be built over Sea World Drive, allowing Mission Bay and Sea World Drives to meet under it. Sea World Drive would be routed as close to I-5 as possible. A new park road would parallel South Shores. The Pacific Highway ramp would be removed.

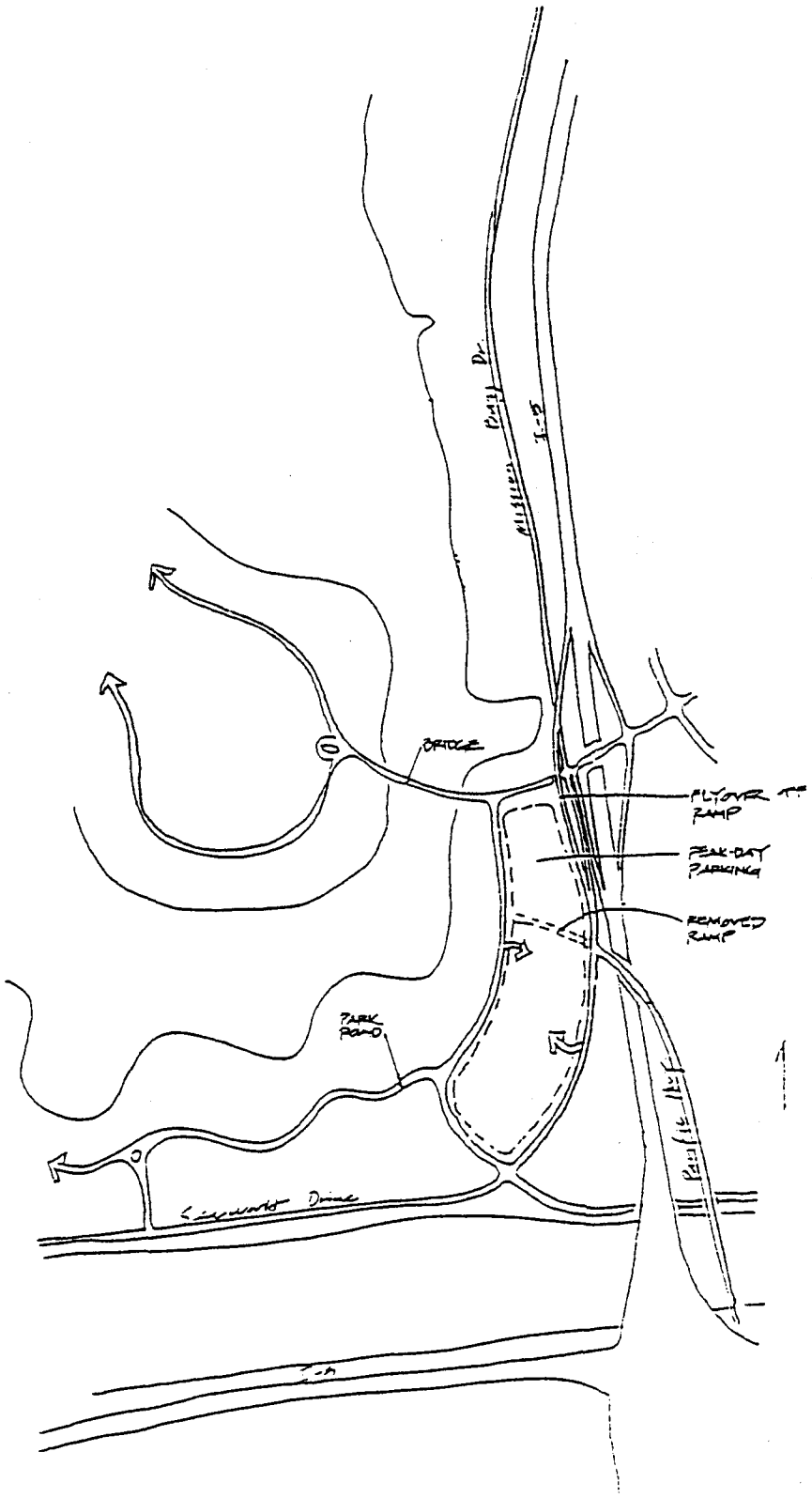
Pros: Southbound entrance ramp to I-5 ramps remains in place; overlaps between park-bound traffic and Sea World-bound traffic is eliminated; peak-day parking lot retains efficient configuration.

Cons: Flyover ramp expensive, requiring a bridge of about 600 to 800 feet. The ramp would impact views of Mission Bay from Tecolote Road, one of the park's major arrival points.

Recommendations

Of the three improvement alternatives presented, Option A was the only one deemed acceptable by both Caltrans and the City Engineering staff. This option was deemed acceptable because it left existing I-5 ramps, the Pacific Coast Highway overpass and the Sea World Drive alignment unchanged while directing traffic to the overflow lot through a looping overpass crossing Sea World Drive. The overpass, however, would occupy valuable parkland and its elevation would block important views of the water from the main entrance roads. For these reasons, this option was modified, resulting in the preferred alternative as shown in Figure 5. The cost estimate for this preferred alternative is shown in Table 1. This preferred alternative proposes the following:

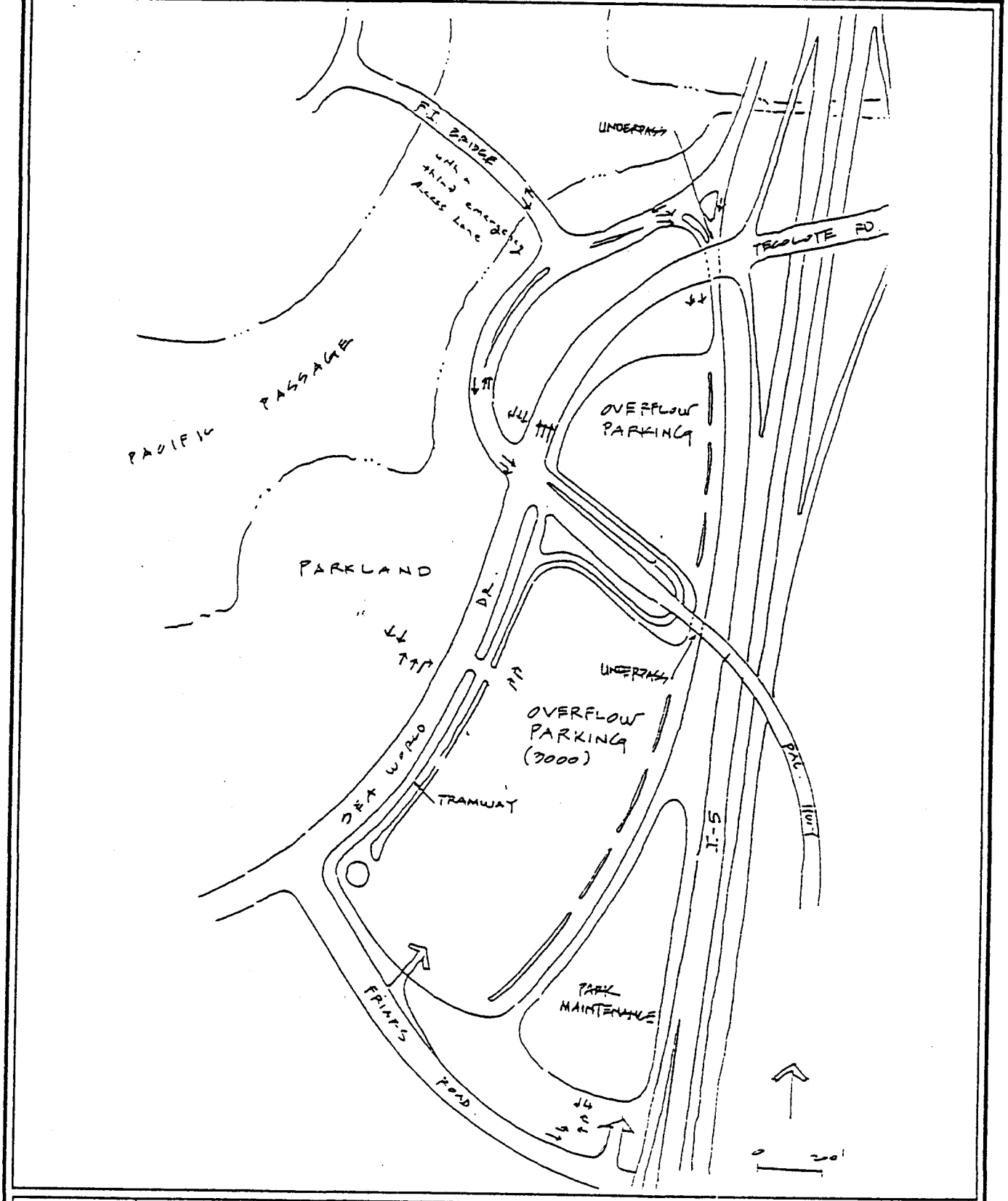
- Building underpasses at Tecolote Road and Pacific Highway, as close to the Park boundary as possible;
- Extending a road from East Mission Bay Drive through the underpasses, to serve as primary access to the overflow parking;
- Widening Sea World Drive and the curling portion of East Mission Bay Drive to permit continuous, right-hand turns into the overflow parking from Sea World Drive; and



SOUTH SHORES ROADWAY OPTION C

Mission Bay Park Master Plan Update - Appendix C

4



SOUTH SHORES ROADWAY PREFERRED ALTENATIVE

Mission Bay Park Master Plan Update - Appendix C

5

Table 1
PREFERRED ALTERNATIVE COST ESTIMATES
Mission Bay Master Plan

	Cost	Unit	Quantity	TOTAL COST (a)	Notes
Site Preparation					
Clearing (medium density)	$340	Acre	28.1	$9,554	
Earthwork					
Excavating	$2	CY	29000.0	$47,850	
Utility trench	$1	LF	900.0	$900	
Fill	$2	CY	0.0	$0	
Boring (sandy soil)	$13	LF	3850.0	$51,783	
Lighting					
High pressure sodium, 400 watt	$885	ea.	20.0	$17,700	
Aluminum pole, 12' high	$415	ea.	20.0	$8,300	
Bracket arms	$105	ea.	20.0	$2,100	
Electric Sitework	$16	ea.	20.0	$317	(b)
Road gutter					
Curbs	$6	LF	15050.0	$90,300	
Road pavement					
Base course (12" deep)	$10	SY	137572.2	$1,375,722	
Soil stabilization	$7	SY	68386.1	$478,703	
Retaing wall (8' high, 33° slope embankment)	$215	LF	900.0	$193,500	
Roadway appurtenances					
Guide Rail	$12	LF	4500.0	$54,000	
Signs (20SF, high intensity)	$19	SF	500.0	$9,475	
Pavement Markings	$1	LF	2500.0	$1,400	
Furnishings					
Benches, 8' long	$745	ea.	10.0	$7,450	
Landscaping					
Lawns and grasses	$40	MSF	49.0	$1,960	
Shrubs and trees	$62	ea.	30.0	$1,860	
Signals					
Sea World Drive & East Mission Bay Drive	$37,500	ea.	1.0	$37,500	
North Entrance & East Mission Bay Drive	$37,501	ea.	1.0	$37,501	
SUBTOTAL				$2,427,874	
Contingency @ 25%				$606,969	
TOTAL EST. COST				$3,034,843	
SAY				$3,000,000	

Notes
(a) Includes costs for material, labor, and equipment
(b) Includes 6 ducts @ 4" diameter, PCV type
(c) Includes forms (4), reinforcing, for average subtructure, and simple design.
MSF = Thousand Square Feet
Source: "Means Site Work Cost Data, 1990"

Wilbur Smith Associates, November 1992.

Table 1 (cont.)
PREFERRED ALTERNATIVE COST ESTIMATES
BRIDGE STRUCTURES
Mission Bay Master Plan

	Cost	Unit	Quantity	TOTAL COST (a)	Notes
Concrete structure: cast in place					
Fiesta Island Bridge	$190	CY	2666.7	$506,667	(c)
Fiesta Island Bridge (footings demolition)	$3	LF	1200.0	$3,600	
Fiesta Island Bridge (floor demolition)	$4	SF	18000.0	$72,000	
Fiesta Island Bridge (dredging)	$8	CY	13333.3	$100,000	
Fiesta Island Bridge (lighting)	$1,421	ea.	6.0	$8,526	
Fiesta Island Drive Reconstruction	$191	CY	533.3	$101,867	(c)
Fiesta Island Dr Reconstruct (footings demolition)	$3	LF	300.0	$900	
Fiesta Island Dr Reconstruct (floor demolition)	$4	SF	4500.0	$18,000	
SUBTOTAL				$811,559	
Contingency @ 25%				$202,890	
TOTAL EST. COST				$1,014,449	
SAY				$1,000,000	

Notes
(a) Includes costs for material, labor, and equipment
(b) Includes 6 ducts @ 4" diameter, PCV type
(c) Includes forms (4), reinforcing, for average subtructure, and simple design.
MSF = Thousand Square Feet
Source: "Means Site Work Cost Data, 1990"

Wilbur Smith Associates, November 1992.

- Providing signaled pedestrian crossings at the Sea World Drive with Friars Road and Pacific Highway intersections.

The City is already planning the widening of the Pacific Highway bridge over I-5, a project which can easily incorporate the recommended underpass serving the overflow lot, saving Park development costs.

Commuter Traffic Mitigation

The only available solution to divert commuter traffic from park roads is the construction of a new west-bound off-ramp from I-5 to I-8, and a new on-ramp northbound from I-8 to I-5. If this solution is ever implemented, the existing I-5 southbound exit and entrance ramps would need to be relocated as there would be insufficient weaving distance between the existing I-5 on-ramp at Tecolote Road and the new off-ramp from I-5 to I-8. Option B above would then need to be implemented as well. Given the substantial cost of these ramps (possibly over $100.0 million), Caltrans has suggested that other options be considered, including widening Sea World Drive to accommodate traffic between I-5 and Ingraham Boulevard. If this option is ultimately implemented, Option C should be considered as part of this plan.

Parking

The detailed explanation of expected parking demand and the recommended parking supply enhancements are provided in the main body of the Master Plan Update. The recommendations consist of constructing a 3,000 space overflow parking lot in South Shores, developing a series of small lots on Fiesta Island, and removing one parking lot from Bahia Point and another from De Anza Cove. Figure 6 shows the location of these recommended improvements. Table 2 shows the ADA accessible parking requirements that must be adhered to.

Transit Options

This section provides an overview of potential transit options for the Mission Bay Park Master Plan. Included is a planning level analysis of route options for a primary route as well as two expansion possibilities. The route options are presented in terms of service area, distance, route times and estimated headway requirements. Operating costs, service management, funding sources, operating schedule and equipment options are also presented.

To aid in the analysis, two agencies that are currently providing recreation/tourist transit service were contacted. The San Diego Park and Recreation Department, through an operating agreement with the Old Town Trolley Co., provides service within Balboa Park. This service has been in operation for 18 months and has carried approximately 300,000 passengers to date. Long Beach Transit, the second agency contacted, provides a "Runabout" service in the CBD and along the waterfront. This service was established about two years ago and is operated by the transit authority.

Route Options

Transit service linking the proposed Fiesta Island remote parking lot to Fiesta Island is considered the primary route. This route, once established could be expanded to provide service to the northeast and southwest sections of the park. To maximize access to Mission Bay Park it is recommended that tram linkages eventually be made to the existing San Diego bus routes serving the Park, the Planned Pacific

Beach Shuttle, and the proposed MTDB rail station at the Pacific Cost Highway. Service linking the proposed Pacific Coast Highway MTDB station could be achieved by expanding the primary route. Table 3 shows the round trip distance, time and estimated headway for three potential transit routes originating from the proposed Fiesta Island remote lot. The primary route is shown as Route A and Route A1 indicating two possible Fiesta Island roadway configurations. As shown in Table 1, the primary route could be used to link the service to the proposed MTDB station, carrying passengers to the remote lot which would serve as a hub for Routes B and C.

Route Descriptions

Route A – As shown in Figure 7, this route would serve Fiesta Island from the remote parking lot. The total distance would be 3.4 miles. It is estimated that a round trip would take 41 minutes to complete. Headway of approximately 10 minutes could be achieved on this route configuration with four vehicles. The number of vehicles could be reduced to three if 15 minute headways are used.

Route A1 – As shown in Figure 8, this route would also serve Fiesta Island from the remote parking lot. The total distance would be 3.7 miles and the time needed to complete one round trip is estimated at 45 minutes. Headway of approximately 11 minutes could be achieved with four vehicles. Using only three vehicles would cause headways to increase to 15 minutes.

Route B – As shown in Figure 9, this route would provide service to the northeast quadrant of the park. It would travel parallel to I-5 and link the Fiesta Island remote lot to the parking lot located north of De Anza Cove, making several stops between the two lots. The total route distance is estimated at 4.8 miles and total round trip time would be 58 minutes. A minimum of five vehicles would be necessary to maintain 11 minute service headways. Four vehicles would increase headways to 15 minutes.

Route C – As shown in Figure 10, this route would provide service to the west of the Fiesta Island remote lot along Sea World Drive and travel north on Ingraham Street to the Vacation Village/Ski Beach area. The total route distance is estimated at 5.6 miles and round trip travel time would be approximately 1 hour and 7 minutes. This route would require six vehicles in order to provide 11 minute headways. Five vehicles would provide 13 minute headway service.

Level-of-Service

Transit service would most likely be operated on a daily basis during the peak summer season between the hours of 9:00 AM and 6:00 PM. During Summer holidays (Memorial Day, July 4, Labor Day) and special events, additional vehicles could be added to the routes. During the off season, transit service could be provided for special events.

The appropriate vehicles for the envisioned service must be wheelchair accessible and should provide seating for a minimum of 30 passengers. Ideally, the vehicles would be equipped with easy load bicycle racks and provide storage space for large picnic coolers and other recreational equipment.

PARKING RECOMMENDATIONS

Mission Bay Park Master Plan Update - Appendix C

6

Table 2

ADA ACCESSIBLE PARKING SPACE REQUIREMENTS
Mission Bay Park Master Plan Update - Appendix C

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
1,001 and over	20 plus 1 for each 100 over 1,000

ATBCB Regulation 4.1.2(5)(a)

Wilbur Smith Associates; November 1992.

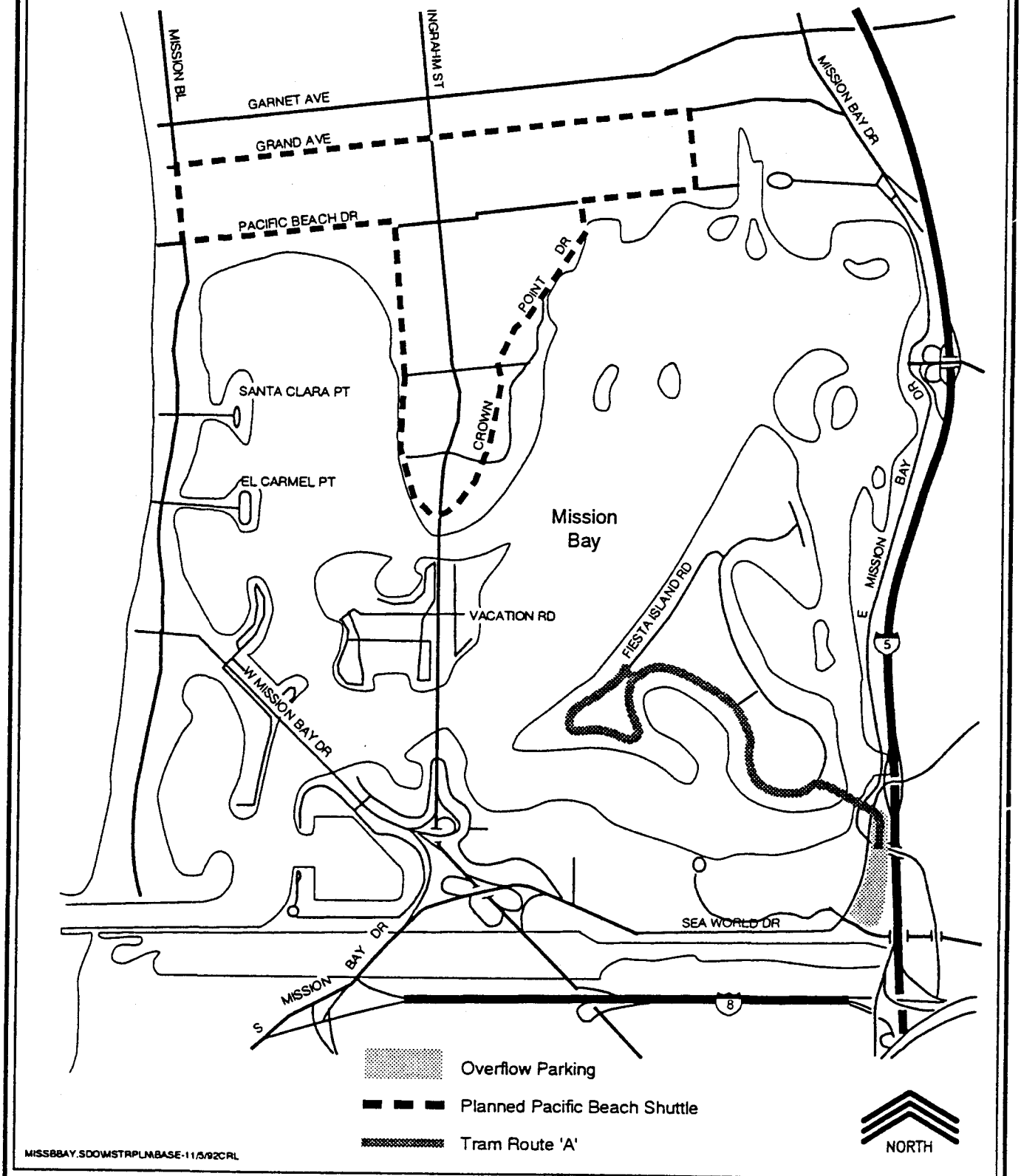
Table 3

TRANSIT ROUTE OPTIONS
Mission Bay Park Master Plan Update - Appendix C

Route	Round Trip Distance (miles)	Time[1] Hour/Minute	<-- Service Headway per Vehicle -->			
			# of Vehicles	Minutes	# of Vehicles	Minutes
Fiesta Island - Remote Lot						
A[2]	3.4	0/41	3	14	4	10
A1[3]	3.7	0/45	3	15	4	11
B	4.8	0/58	4	15	5	11
C	5.6	1/07	5	13	6	11
MTDB Station						
A[2]	4.9	0/59	4	15	5	11
A1[3]	5.2	1/02	5	12	6	10

(1) Time based on travel speed of 5 mph. This speed accounts for on and off loading at transit stops.
(2) Route A = Two lane island road, small loop west end of island.
(3) Route B = Large loop road on island.

Wilbur Smith Associates; November 1992.

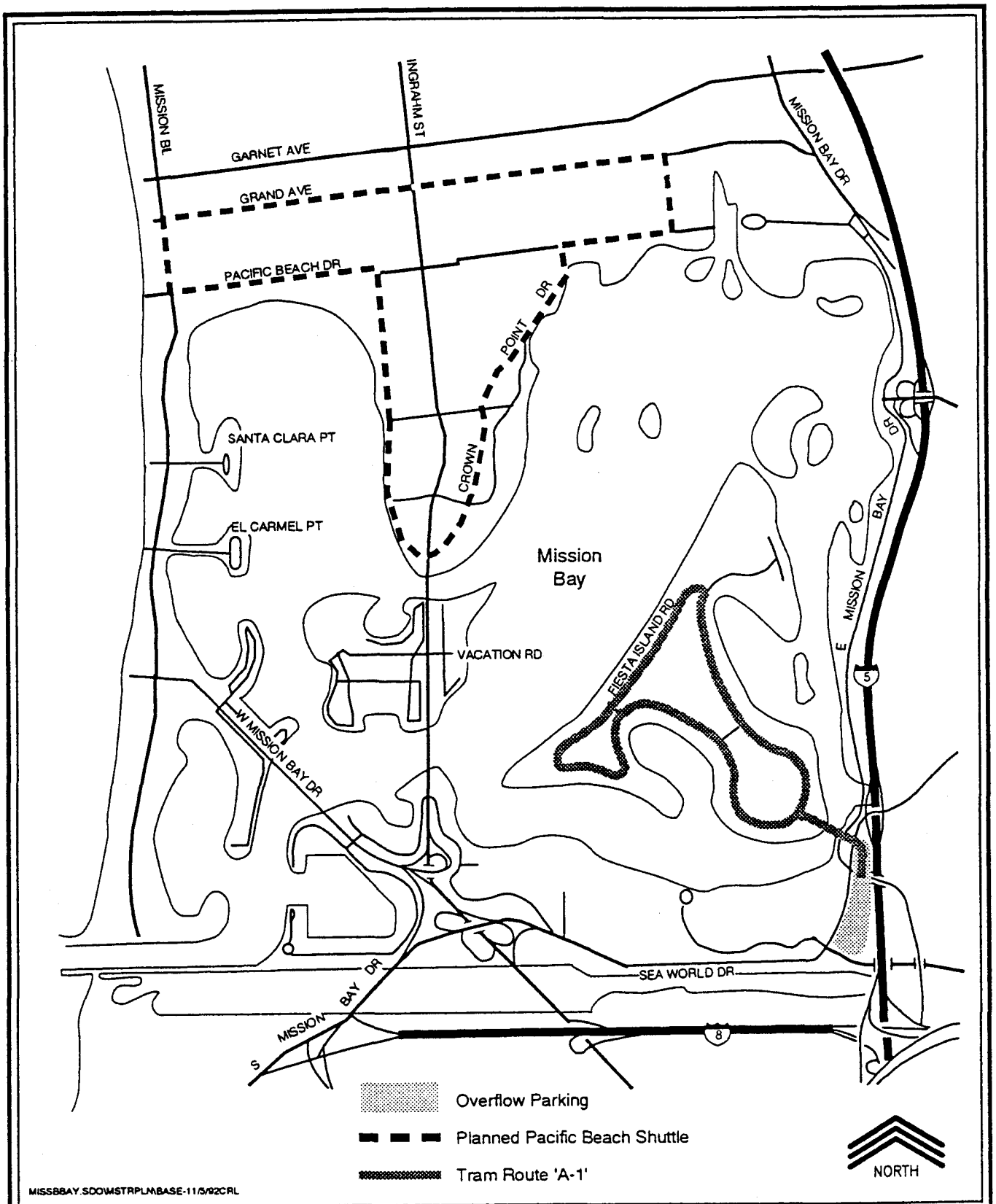


WSA

TRAM ROUTE 'A'

Mission Bay Park Master Plan Update - Appendix C

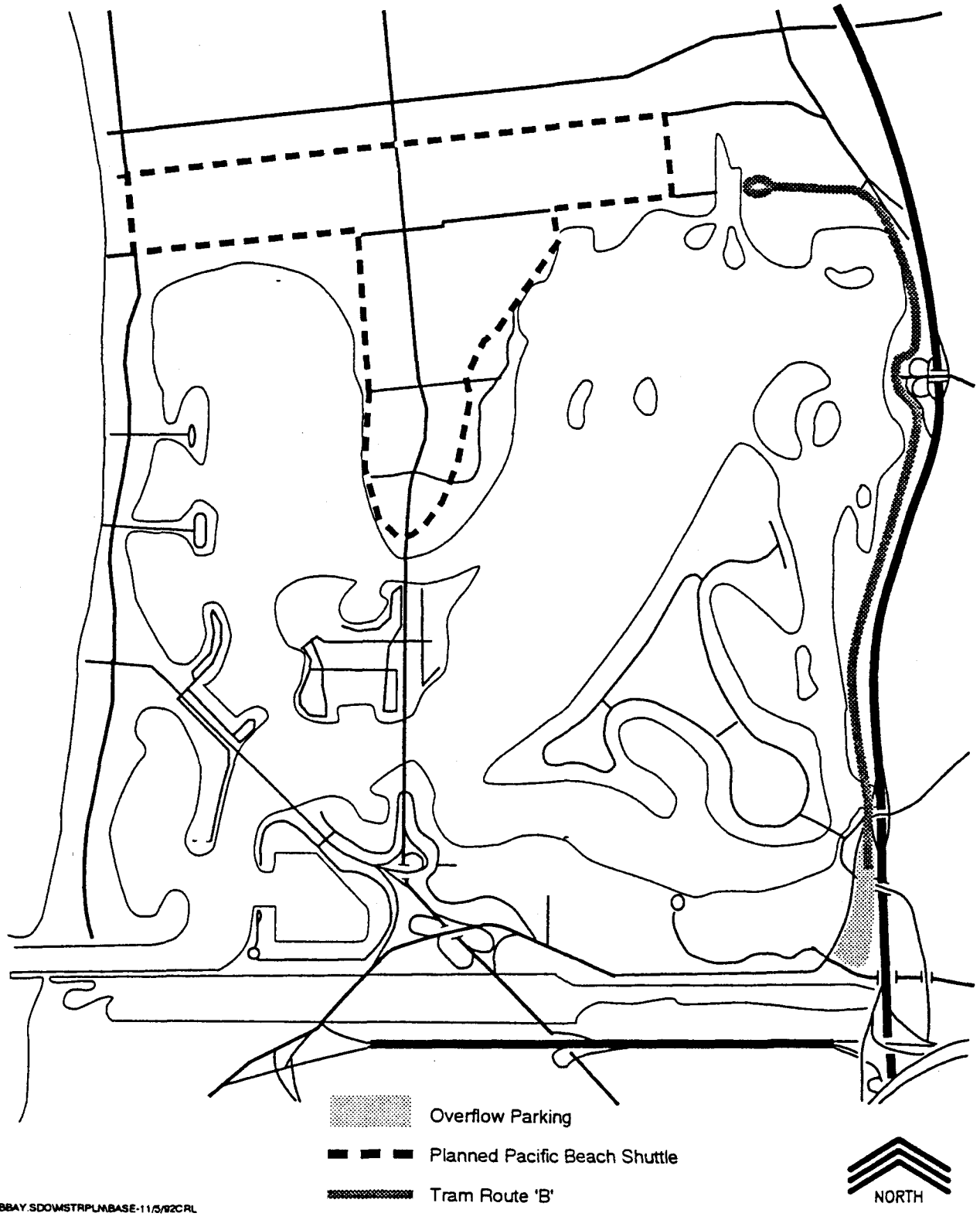
7



TRAM ROUTE 'A-1'

Mission Bay Park Master Plan Update - Appendix C

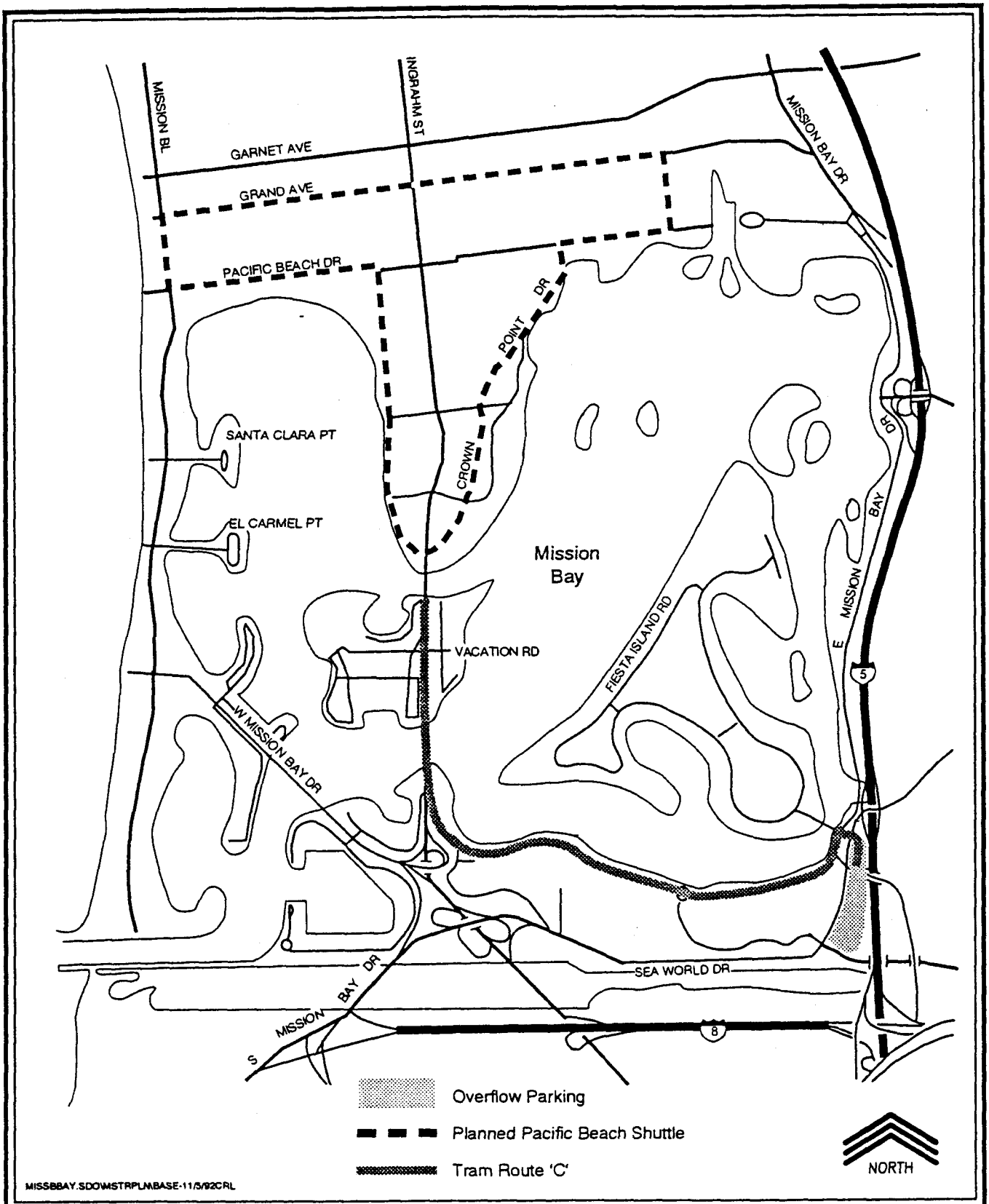
8



TRAM ROUTE 'B'

Mission Bay Park Master Plan Update - Appendix C

9



TRAM ROUTE 'C'

Mission Bay Park Master Plan Update - Appendix C

10

Funding and Operations

The Long Beach "Runabout" service is owned and operated by the City transit authority. Service for three routes is provided with 15 vehicles. The vehicles are manufactured in Canada (Orions), provide 24 seats and are propane gas powered. The Balboa Park "Trolley" service is operated by a private vendor under contract to the San Diego Park and Recreation Department. This service is provided with three vehicles that resemble old fashioned trolley cars. The vehicles seat 30 and are propane gas powered. Both of these systems were funded in part by matching Federal Funds for alternative fuel use. Other funding sources include, but are not limited to, local sales tax measures and City general operating funds as well as state funding. Both the Long Beach and San Diego services are provided free to the user. It is recommended that any tram service implemented in Mission Bay Park also be free of charge.

Cost

To provide general understanding of the costs involved in operating a system of this nature, the most recent operating costs for two similar recreation transit systems are provided. The Long Beach Transit "Runabout" operating cost per vehicle service hour (vsh) for FY 1991 is $50.98. The cost associated with providing the Balboa Park "Trolley" service from November 1991 through October 1992 was $203,153 exclusive of the cost of fuel. The cost per vehicle mile (pvm) for this period ranged between $2.90 and $6.70 (pvm) depending on seasonal level of service.

Appendix D

MISSION BAY PARK
RESIDENT OPINION & USAGE SURVEY

Prepared by

Rea & Parker, Incorporated

INTRODUCTION

The City of San Diego is in the process of preparing a plan for Mission Bay Park. Accordingly, the City is interested in resident opinions concerning some important issues regarding the future development of Mission Bay Park. A telephone survey of San Diego County residents was conducted in order to seek these opinions in April 1992.

Rea & Parker, Incorporated was subcontracted to conduct this telephone survey. A total of 812 households was randomly selected throughout the County for interview. This sample size implies that there is a 95% certainty that the results are accurate within $\pm$ 3.5%. The questionnaire was designed to ensure that gender, age, and geographic location were adequately represented.

A summary of the survey results is presented in this report. A copy of the questionnaire is included in the Appendix. This questionnaire also serves as a "master data sheet" which includes the absolute frequencies associated with the response categories for each question.

The following summarizes the key survey findings.

- The general profile of the County of San Diego as reflected by the survey respondents is as follows: The median age of survey respondents is

36.7 years and the median household income is $39,844. The sample was 51.1% male and 48.9% female and over 75% of the population is White (non-Hispanic). In terms of home ownership, 61.5% own their own home. Almost 20% of the population has children 0-4 years of age and slightly more than 20% has children 5-11 years of age.

- About 60% of the County population are non-users of Mission Bay Park; the remaining 40% use the Park at least a few times per year.
- Generally speaking, there are very few differences between users and non-users of the Park in socioeconomic/demographic terms. Those few differences which occur are geographic or income related--with higher income related to higher use.
- County residents do not visit Sea World very often, with 63.9% indicating that they visit Sea World seldom or never.
- There is agreement among County residents that the unique water setting of the Park should influence land use and that permits in high use areas should be required. On the other hand, there is disagreement with a proposal to ease

certain height restrictions in the Park as well as increasing commercial land lease areas.

- Heaviest usage of Mission Bay Park facilities is found in picnic areas and pedestrian/bike trails. Only 33.0% of Park users avail themselves of water sports and boating activities.
- Important issues among Park users are water quality, safety/crime, sewage on Fiesta Island, and air pollution/odor. Park users perceive parking, streets, and sidewalks as being particularly crowded.
- Non-users of Mission Bay Park cite distance from the Park as their primary reason for not using it. They largely make use of other parks and the beaches as alternative recreational sites.

DEMOGRAPHIC PROFILE

Table 1 indicates the distribution of the population according to their relative usage of Mission Bay Park. Nearly 60% of the population indicates that they seldom or never use Mission Bay Park, and these respondents are considered "non-users" of the Park for purposes of this analysis. The other 3 categories of responses represent the "users" of the Park.

Tables 2-9 portray various socioeconomic data pertaining to the survey sample. Prior to a discussion of the opinions and preferences expressed by the survey respondents, it is particularly useful to examine the respondents' demographic profile as it reflects the general profile of the County of San Diego. It is of further importance to elaborate upon the demographic distinctions between Park users and non-users. Therefore, Tables 2-9 contain a breakdown of the total population into Park user and Park non-user categories.

Table 2 portrays the age distribution of the adult population sampled and indicates that the median age of the survey respondents is 36.7 years. The sample was 51.1% male and 48.9 female (Table 3), and the median household income is $39,844 (Table 4). Over 75% of the population is White (non-Hispanic), as shown in Table 5, and 61.5% of them own their own homes (Table 6).

Table 1

How Often Does Respondent Use Mission Bay Park?

Frequency	#	%
Once per week or more	56	6.9
Once or twice per month	101	12.4
A few times per year	177	21.8
Seldom or never	478	58.9
Total	812	100.0

Table 2

Age of Respondent

Age	Total		User		Non-User	
	#	%	#	%	#	%
18-24	131	16.3	54	16.2	77	16.2
25-34	246	30.4	113	34.0	133	28.0
35-49	246	30.4	103	30.9	143	30.1
50-64	105	13.0	39	11.7	66	13.9
65 and over	80	9.9	24	7.2	56	11.8
Total	808	100.0	333	100.0	475	100.0

median = 36.7 years

Table 3

Gender of Respondent

Gender	Total		User		Non-User	
	#	%	#	%	#	%
Male	415	51.1	188	56.3	227	47.5
Female	397	48.9	146	43.7	251	52.5
Total	812	100.0	334	100.0	478	100.0

Table 4

Annual Household Income

Income	Total		User		Non-User	
	#	%	#	%	#	%
Under $15,000	83	13.1	22	7.8	61	17.4
$15,000-$24,999	94	14.8	40	14.2	54	15.4
$25,000-$34,999	109	17.2	48	17.0	61	17.4
$35,000-$44,999	96	15.2	45	16.0	51	14.5
$45,000-$59,999	111	17.6	56	19.9	55	15.7
$60,000-$79,999	73	11.5	41	14.5	32	9.1
$80,000 and over	67	10.6	30	10.6	37	10.5
Total	633	100.0	282	100.0	351	100.0

median = $39,844

Table 5

Ethnicity of Respondent

Ethnicity	Total		User		Non-User	
	#	%	#	%	#	%
Hispanics/Latinos	107	13.3	14	12.3	66	13.9
African-Americans	43	5.3	16	4.8	27	5.7
White (non-Hispanic	615	76.2	256	77.2	359	75.6
Asian/Filipino/ Pacific-Islander	33	4.1	15	4.5	18	3.8
Other	9	1.1	4	1.2	5	1.0
Total	807	100.0	332	100.0	475	100.0

Table 6

Does Respondent Own or Rent Place of Residence?

Response	Total		User		Non-user	
	#	%	#	%	#	%
Own	491	61.5	204	62.2	287	61.1
Rent	305	38.2	124	37.8	181	38.5
Other	2	0.3	0	0.0	2	0.4
Total	798	100.0	328	100.0	470	100.0

Approximately 20% of the population has children 0-4 years of age and about 20% has children 5-11 years of age. Only 9.3% has children between the ages of 12-15 and 5.6% between 16 and 18 (Table 7). Table 8 indicates that nearly 70% of the population has voted within the past 2 years.

For purposes of analysis, the County has been disaggregated into six geographic areas, as indicated in Table 9. The "Vicinity of Mission Bay Park" area comprises the neighborhoods from Point Loma on the south to La Jolla on the north and extends eastward from the Pacific Ocean to Interstate 805 (north of Mission Valley). This area contains 16.6% of the population. "South Bay" is an area consisting of the southern portions of Coronado and all other communities south of National City to the International Border--it includes 10.6% of the population. "East County" contains all areas east of La Mesa including the mountain and desert areas of the County--12.7% of the population can be so classified. The central portion of the City of San Diego was divided into two parts--"South of I-8," which also includes National City, La Mesa, and Lemon Grove, containing 22.2% of the population, and "North of I-8," which extends from I-805 (north of Mission Valley) on the west to the I-15 corridor on the east and north to

Mira Mesa/Scripps Ranch, comprising 11.1% of the population. The largest population concentration is found in the "North County" area from Del Mar and Rancho Penasquitos north. This area contains 26.8% of the population.

There are very few differences between users and non-users in socioeconomic/demographic terms when tests of statistical significance are applied. Statistically significant differences do occur, however, with regard to income and geography. For example, users of the Park tend to enjoy higher incomes than non-users. Among those who earn under $15,000, 73.5% are non-users as opposed to 49.4% of those who earn $45,000 or more. As expected, "The Vicinity of Mission Bay Park" is the area in which the highest proportion of users is found (63.0%). The next highest source of users is the "Central City-North of I-8" area, which contains 55.6% of users. All other areas contain approximately 40% or fewer users.

Table 7

Respondents with Children in Various Age Groups

	All Respondents					
Age Group of Children	Yes		No		Total	
	#	%	#	%	#	%
0-4	153	19.0	652	81.0	805	100.0
5-11	163	20.2	642	79.8	805	100.0
12-15	75	9.3	730	90.7	805	100.0
16-18	45	5.6	760	94.4	805	100.0

	Users						Non-Users					
Age Group of Children	Yes		No		Total		Yes		No		Total	
	#	%	#	%	#	%	#	%	#	%	#	%
0-4	57	17.2	275	82.8	332	100.0	96	20.3	377	79.7	473	100.0
5-11	65	19.6	267	80.4	332	100.0	98	20.7	375	79.3	473	100.0
12-15	33	9.9	299	90.1	332	100.0	42	8.9	431	91.1	473	100.0

Table 8

Has Respondent Voted in the Last Two Years?

	Total		User		Non-User	
Response	#	%	#	%	#	%
Yes	565	69.9	236	71.1	329	69.1
No	243	30.1	96	28.9	147	30.9
Total	808	100.0	332	100.0	476	100.0

Table 9

Area of City Where Respondents Reside

	Total		User		Non-User	
Area	#	%	#	%	#	%
Vicinity of Mission Bay Park	135	16.6	85	25.4	50	10.5
South Bay	86	10.6	32	9.6	54	11.3
East County	103	12.7	43	12.9	60	12.5
Central City (South of I-8)	180	22.2	73	21.9	107	22.4
Central City (North of I-8)	90	11.1	50	15.0	40	8.4
North County	218	26.8	51	15.2	167	34.9
Total	812	100.0	334	100.0	478	100.0

GENERAL OPINIONS REGARDING MISSION BAY PARK

The responses to questions 17-21 have been summarized in Tables 10-17. These questions represent general opinions about the Park and were to be answered by all respondents--both users and non-users. Respondents were asked how frequently they visit Sea World. Table 10 shows that 63.9% of them visit Sea World seldom or never. In fact, only 4.4% of the population visit Sea World once a month or more. Middle income respondents ($25,000-$64,999) tend to visit Sea World more frequently than higher and lower income groups, with 42.4% of the middle income respondents attending at least a few times per year compared to 30.3% for the other groups.

Table 10

How Often Do Respondents Visit Sea World?

Frequency	#	%
Once per week or more	9	1.1
Once or twice per month	27	3.3
A few times per year	256	31.7
Seldom or never	516	63.9
Total	808	100.0

Table 11 demonstrates that 96.7% of the population rates the importance of preserving and enhancing the natural resources of Mission Bay Park as either very important or somewhat important. The preservation and enhancement of Mission Bay Park's natural resources is less important to middle and upper income groups (94.6% importance with incomes of $35,000 and more) than it is to lower income groups (99.6% importance with incomes of under $35,000). Women indicate that the preservation and enhancement of these resources is very important more than do men (75.7% versus 68.0%). Respondents were asked about their degree of agreement or disagreement on four key issues:

- land use should be related solely to the Park's unique water setting
- certain height restrictions should be raised from 30 feet to 5 stories
- commercial land lease areas should be increased
- permits should be required for water activities in high use areas

Tables 12-15 present the responses of the survey population. There is substantial agreement with the land use/water setting relationship (Table 12) as well as the notion of requiring permits in high use, crowded areas (Table 15). On the other hand, there is a majority which

disagrees with easing height restrictions and with increasing commercial land lease areas (Tables 13-14).

Table 11

Respondents' Rating of the Importance of Preserving and Enhancing Natural Resources in Mission Bay Park

Rating	#	%
Very Important	545	71.7
Somewhat Important	190	25.0
Not at All Important	25	3.3
Total	760	100.0

Table 12

Respondents' Opinion on the Following Statement: "The Land in Mission Bay Park Should Be Exclusively Used for Activities Which Are Dependent on the Park's Unique Water Setting."

Opinion	#	%
Strongly Agree	245	32.6
Somewhat Agree	263	35.0
Undecided/Neutral	101	13.4
Somewhat Disagree	81	10.8
Strongly Disagree	62	8.2
Total	752	100.0

Table 13

Respondents' Opinion on the Following Statement: "The City Should Allow Some Hotels in Appropriate Locations to Increase Their Height Above the Thirty Foot Limit Up to about 5 Stories so That the City Can Earn More Land Lease Revenues to Improve Mission Bay Park."

Opinion	#	%
Strongly Agree	90	11.5
Somewhat Agree	166	21.3
Undecided/Neutral	82	10.5
Somewhat Disagree	130	16.7
Strongly Disagree	312	40.0
Total	780	100.0

Table 14

Respondents' Opinion on the Following Statement: "The City Should Increase Commercial Land Lease Areas in the Park to Earn More Revenue for City and Mission Bay Park Services and Public Improvements."

Opinion	#	%
Strongly Agree	78	10.1
Somewhat Agree	182	23.7
Undecided/Neutral	83	10.8
Somewhat Disagree	146	19.0
Strongly Disagree	280	36.4
Total	769	100.0

Table 15

Respondents' Opinion on the Following Statement: "The City Should Require permits for Water Activities in High Use Areas Such as Water Skiing, Jet Skiing, Sailing and Boating for the Purpose of Controlling Overcrowding."

Opinion	#	%
Strongly Agree	320	41.5
Somewhat Agree	193	25.0
Undecided/Neutral	41	5.3
Somewhat Disagree	86	11.1
Strongly Disagree	132	17.1
Total	772	100.0

With regard to the relationship between land use and the unique water setting of Mission Bay Park, 42.2% of individuals age 50 and over strongly favor the exclusive use of the Park for water-related activities, whereas only 29.7% of those under age 50 feel similarly. Particular support for this issue occurs among those in the $45,000-$54,999 income group (77.4% either strongly agree or somewhat agree in contrast to an overall 68.8%).

People who live in the South Bay and in the vicinity of Mission Bay Park tend to be less in favor of requiring permits for water activities than the overall population (57.6% South Bay agreement--58.7% vicinity agreement--66.5% overall agreement). Men disfavor the permit

requirement more so than women by a 35.7% to 20.1% margin.

The relaxation of height restrictions are favored more by younger groups (38.0% of those under age 35) than by older ones (23.3% of those age 50 and over). In the $35,000-$64,999 income group, there is more disapproval of the height restriction proposal than in higher and lower income groups, with 66.2% disagreeing with the proposal compared to 51.9% among the other income groups. Again, men and women differ on these issues, with 37.3% of the men in favor of easing height restrictions, but only 27.9% of the women.

With regard to increasing commercial land lease areas, respondents 18-24 years of age are the only age group which does not disagree with the proposal--40.6% disagreement. Disagreement increases in each succeeding age group up to a 65.8% disagreement among those 65 years of age and older. White and Asian ethnic groups, in particular, strongly disagree with the commercial land lease issue (39.6% strong disagreement among Whites--35.5% among Asians--31.0% among Blacks--and 23.2% among Hispanics). Disagreement with this proposal is less strong among those earning less than $35,000 (28.8% strong disagreement) than it is among those who earn $35,000 or more (43.8% strong disagreement).

Table 16 shows that 57.9% of the population does not want to pay a special tax to improve the Park. Those households earning $25,000-44,999 slightly favor the concept of such a tax (47.5% "yes" to 44.6% "no"). All other groups are strongly opposed. Among the 31.6% who are willing to pay such a tax, a substantial majority wish to pay no more than $20 per year (Table 17).

Overall, there is not much difference between users and non-users of the Park in terms of their general opinions other than a slight tendency for non-users to disagree less with the possibility of increasing commercial land leases in Mission Bay Park. Users of the Park do tend to be more willing to pay a special tax than do non-users (41.2% versus 24.6%).

Table 16

Are Respondents Willing to Pay a Special Tax to Improve Mission Bay Park?

Willingness	#	%
Yes	244	31.6
No	447	57.9
Maybe	81	10.5
Total	772	100.0

Table 17

How Much of a Special Tax Are Respondents Willing to Pay Annually?
(Based upon Those Who Are Willing to Pay Such a Tax)

Tax	#	%
Less than $20	175	58.5
$20 and less than $40	85	28.4
$40 and less than $60	23	7.7
$60 and less than $80	4	1.4
$80 and less than $100	5	1.7
$100 or more	7	2.3
Total	299	100.0

OPINIONS AND USAGE OF PARK FACILITIES (PARK USERS ONLY)

Tables 18 through 29 reflect information concerning the behavior and preferences of Mission Bay Park users regarding the Park itself. Table 18 demonstrates that the heaviest usage of Park facilities occurs in picnic areas and pedestrian/bike trails. It is noteworthy that only 33.0% of Park users avail themselves of water sports and boating activities. Tables 19-21 examine this water sports participation in greater detail.

Table 18

Facilities in Mission Bay Park Used by Respondent Users within the Last Year

Facility	Yes		No		Total	
	#	%	#	%		
Water Sports/ Boating	110	33.0	223	67.0	333	100.0
Picnic Areas	260	78.5	71	21.5	331	100.0
Pedestrian/ Bike Trail	209	63.1	122	36.9	331	100.0
Playgrounds/ Ballfields	152	46.1	178	53.9	330	100.0
Hotels/ Restaurants	129	39.0	202	61.0	331	100.0

Table 19 demonstrates that water skiing, swimming, and sailing are the most frequently engaged in water activities while boat racing, kayaking/canoeing, and rowing rank at the bottom. Water sport participants indicated that poor water quality was the single most important problem at Mission Bay Park (Table 20) and they agree with the proposition that the activities now allowed should continue as such ranging from 94.5% approval of sailing to 80.0% approval of jet skiing (Table 21).

White respondents participate in water sports more so than other ethnic groups (38.0% versus 18.1%). As expected, upper income groups ($55,000 and over) participate more heavily in water sports (52.9%) than the lower income groups (28.4%). People with young children, age 0-4, tend not to be water sports participants--19.3% compared to 35.8% without young children. People who live in the vicinity of the Park and those who live in the Central City-South of I-8 area are the heaviest users of bike and pedestrian trails (76.5% and 66.7%, respectively). Next in terms of usage is the Central City-North of I-8 area, with a 61.2% usage factor. The highest usage of ballfields and playgrounds occurs in the 35-49 age group (55.0%), whereas the lowest occurs in the 50-64 group (21.1%). People with children age 0-11 use

the playgrounds and ballfields more than those without children in this group (75.8% in contrast to 39.4%). Also of note is that respondents with children 0-4 years of age tend to participate in kayaking/canoeing more frequently and that families with children 12-15 tend to boat race more often. In terms of water skiing, men participate in this activity more than women (54.3% to 35.0%).

In terms of problems experienced by Mission Bay Park users, difficulties with shoreline access and access to water were encountered significantly more by those who live in the Central City-South of I-8 (45.0%) and North County (36.0%) than by the overall population (26.4%). Men tend to be more in favor of allowing continued water skiing and jet skiing than women (95.7% and 86.6%, respectively, for men versus 82.1% and 68.4% for women). Families with children 16-18 are significantly less in favor of allowing jet skiing and water skiing, and families with children 0-4 are less in favor of allowing windsurfing. Special race events are particularly popular among those who have voted in the past two years (92.5% versus 74.1% non-voters).

Table 19

How Often Do Respondent Users of Mission Bay Park Water Sport Facilities Participate in Such Activities?

Water Sport Activity	Often		Sometimes		Never		Total	
	#	%	#	%	#	%	#	%
Water Skiing	17	15.5	35	31.8	58	52.7	110	100.0
Rowing	4	3.6	14	12.7	92	83.7	110	100.0
Jet Skiing	13	12.0	24	22.2	71	65.8	108	100.0
Sailing	14	12.7	36	32.7	60	54.6	110	100.0
Swimming	16	14.5	43	39.1	51	46.4	110	100.0
Kayaking/Canoeing	6	5.5	11	10.0	93	84.5	110	100.0
Windsurfing	8	7.3	14	12.7	88	80.0	110	100.0
Boat Racing	6	5.5	9	8.2	95	86.3	110	100.0
Fishing	14	12.7	32	29.1	64	58.2	110	100.0

Table 20

Problems Experienced by Respondent Users of Mission Bay Park Water Sport Facilities

Problems	Frequency of Occurrence							
	Often		Sometimes		Never		Total	
	#	%	#	%	#	%	#	%
Boat Launching	4	3.6	19	17.3	87	79.1	110	100.0
Waterway Congestion	17	15.5	42	38.2	51	46.3	110	100.0
Shoreline & Access to Water	7	6.4	22	20.0	81	73.6	110	100.0
Poor Water Quality	50	45.8	33	30.3	26	23.9	109	100.0
Inadequate Water Depth	7	6.4	24	22.0	78	71.6	109	100.0
Inadequate Facilities	8	7.3	22	20.0	80	72.7	110	100.0
Conflicts with Other Users	8	7.3	29	26.4	73	66.3	110	100.0
Other	6	6.5	17	18.3	70	75.2	93	100.0

Table 21

Opinion of Respondent Users of Mission Bay Park Concerning Whether Certain Water Activities Should Be Allowed

	Frequency of Occurrence					
	Yes		No		Total	
Activity	#	%	#	%	#	%
Water Skiing	99	90.8	10	9.2	109	100.0
Rowing	103	93.6	7	6.4	110	100.0
Jet Skiing	84	80.0	21	20.0	105	100.0
Sailing	104	94.5	6	5.5	110	100.0
Swimming	89	83.2	18	16.8	107	100.0
Paddle Sports (e.g., canoeing)	101	91.8	9	8.2	110	100.0
Windsurfing	101	92.7	8	7.3	109	100.0
Special Race Events (e.g., power boat races)	94	87.9	13	12.1	107	100.0

Table 22 rates the issues which are important to respondent users in their ability to enjoy the Park. Prominent among these issues in terms of being labelled "very important" are water quality (86.5%), safety/crime (80.2%), sewage on Fiesta Island (75.7%), and air pollution/odor (75.4%). Least important, as indicated by responses of "not at all," are noise (18.4%) and access (16.0%). Younger groups and males are less bothered by noise than other groups. Men also find crime/safety less important than women (76.1% versus 85.5% "very important"), and women are much more bothered by air pollution and odor than men (85.6% to 67.6%). Among the other problems, people 50 years of age and older find parking to be less important than other age groups, and overcrowding seems to bother females and those in the 35-49 age group.

Table 22

Rating of Issues by Respondent Users of Mission Bay Park Related to Their Ability to Enjoy the Park

	Rating							
	Very Important		Somewhat Important		Not at All Important		Total	
Issue	#	%	#	%	#	%	#	%
Water Quality	289	86.5	39	11.7	6	1.8	334	100.0
Biological Habitat	213	65.7	95	29.3	16	5.0	324	100.0
Noise	118	35.5	153	46.1	61	18.4	332	100.0
Air Pollution/Odor	252	75.4	65	19.5	17	5.1	334	100.0
Overcrowding	148	44.6	144	43.4	40	12.0	332	100.0
Traffic	154	46.1	139	41.6	41	12.3	334	100.0
Parking	178	53.5	118	35.4	37	11.1	333	100.0
Access	156	47.1	122	36.9	53	16.0	331	100.0
Safety (Crime)	267	80.2	42	12.6	24	7.2	333	100.0
Public Service/Amenities	188	56.6	120	36.2	24	7.2	332	100.0
Sewage on Fiesta Island	244	75.7	44	13.7	34	10.6	322	100.0

Table 23 indicates those facilities for which Park users are willing to pay a fee in order to maintain and improve the Park. Camping is so favored by 61.3% of the users and parking by 51.5%. Lowest in willingness to pay is windsurfing (37.9%).

Table 23

Willingness of Respondent Users of Mission Bay Park to Pay User Fees for Various Facilities in Order to Improve and Maintain the Park

Facility	Yes		No		Total	
	#	%	#	%	#	%
Sports Fields	138	42.6	186	57.4	324	100.0
Water Skiing	143	44.0	182	56.0	325	100.0
Sailing	139	43.2	183	56.8	322	100.0
Parking	168	51.5	158	48.5	326	100.0
Camping	201	61.3	127	38.7	328	100.0
Group Picnic Facilities	163	49.4	167	50.6	330	100.0
Jet Skiing	140	43.2	184	56.8	324	100.0
Boating	148	45.3	179	54.7	327	100.0
Windsurfing	124	37.9	203	62.1	327	100.0

The amount of a user fee which users are willing to pay is reflected in Table 24, with a median fee of $4.10. Parking fees are opposed only by those who live in the vicinity of Mission Bay Park (66.3%)--all other regions support the idea, with North County particularly in support at 70.6%. Camping fees are strongly opposed by those 65 years of age and older (62.5% versus 38.8% overall). South Bay residents are the only geographic contingent which oppose fees for camping (51.6% opposition). Strongest support comes from East County (76.2% support) and North County (73.5%). Voters demonstrated a stronger support pattern for camping fees than non-voters (64.5% to 52.6%). Concerning some of the less noteworthy fee proposals, water skiing and jet skiing fees are favored by those in the 18-24 age group, with those 50 years of age and older strongly in opposition. East County and North County residents support water skiing and jet skiing fees. Lower income groups are particularly opposed to fees for picnic facilities. With regard to sailing, residents in the Central City-North of I-8 and North County residents support fees for sailing. East County and North County residents favor boating fees, but, again, people 50 years of age and older are opposed to both boating and sailing fees. Low income groups are also opposed to boating fees.

Table 24

Amount of User Fee Respondent Users Are Willing to Pay during a Typical Day at Mission Bay Park (Based upon Those Willing to Pay a User Fee at All)

User Fee	#	%
Under $2	46	17.7
$2 - $3.99	82	31.6
$4 - $6.99	90	34.6
$7 - $9.99	25	9.6
$10 and over	17	6.5
Total	260	100.0

median fee = $4.10

Table 25 indicates that 66.6% of Mission Bay Park users are willing to use a shuttle service once inside the Park. Of those willing to use such a service, Table 26 shows that 87.1% are willing to pay a fee to cover the cost of the shuttle's operations. All geographic areas show majority support for using the shuttle, with the strongest support among North County residents (82.0%), those in the vicinity of Mission Bay Park (77.1%), and South Bay residents (74.2%). As would be expected, however, lower income people are less in favor of a fee proposal than higher income groups.

Table 25

Willingness of Respondent Users of Mission Bay Park to Use a Shuttle Service Once Inside the Park

Willingness to Use	#	%
Yes	217	66.6
No	109	33.4
Total	326	100.0

Table 26

Willingness of Respondent Users to Pay a Fee to Cover Tram Operation

(Based Upon Those Willing to Use Shuttle Service)

Willingness to Pay	#	%
Yes	182	87.1
No	27	12.9
Total	209	100.0

Table 27 examines users' perceptions of crowdedness at various Park facilities. Parking (64.3%), streets (57.6%), and sidewalks (54.7%) loom largest in terms of the perception of being "very crowded." Water ski areas, by far, are considered not at all crowded (65.5%), followed by fire pits (32.5%). Those people 50-64 years of age do not find parking to be as crowded as other age groups, with this group being the only one which did not contain a majority of respondents indicating "very crowded" parking conditions. The 25-34 age group finds sidewalks to be more crowded than other age groups do (65.5% "very crowded"), and people living in the vicinity of the Park also find sidewalks very crowded (71.4%). Although the majority of respondents are not concerned with fire pit crowding, Blacks do seem to be, with 50.0% of them indicating a "very crowded" condition for this facility. East County residents also seem to find the fire pits more crowded than the overall County population.

Table 27

Crowdedness at Various Facilities in Mission Bay Park
According to Respondent Users of the Park

	Degree of Crowdedness							
	Very Crowded		Somewhat Crowded		Not at All Crowded		Total	
Facility	#	%	#	%	#	%	#	%
Group picnic areas	91	27.3	196	58.9	46	13.8	333	100.0
Grassy areas	119	35.7	186	55.9	28	8.4	333	100.0
Fire pits	62	18.7	162	48.8	108	32.5	332	100.0
Beach	131	39.4	148	44.6	53	16.0	332	100.0
Water ski areas	39	11.7	76	22.8	218	65.5	333	100.0
Sidewalks	182	54.7	132	39.6	19	5.7	333	100.0
Parking	214	64.3	103	30.9	16	4.8	333	100.0
Streets	191	57.6	112	33.7	29	8.7	332	100.0

A clear majority of users of Mission Bay Park rate the quality of maintenance, landscaping, and public facilities at the Park as "good" (56.2% - Table 28).

Table 28

Respondent Users' Rating of the Quality of Maintenance, Landscaping, and Public Facilities at Mission Bay Park

Rating	#	%
Good	184	56.2
Fair	115	35.2
Poor	28	8.6
Total	327	100.0

Table 29 indicates that only a slight majority (52.2%) of Park users would consider dedicating acres of the Park for natural resource preservation or enhancement. The groups most opposed to such a dedication are older users (65 and older--79.2%) and people who have children in the 12-15 age bracket (69.7%). Of those who responded to the question, "Which areas would you designate for natural resource preservation or enhancement?", 43.8% indicated Fiesta Island. Other responses were mixed and generally not categorizable.

Table 29

Respondent Users' Opinion Concerning Dedicating Areas of the Park for Natural Resource Preservation or Enhancement

Opinion	#	%
Yes	163	52.2
No	149	47.8
Total	312	100.0

RECREATIONAL FACILITY USAGE AND OPINIONS AMONG PARK NON-USERS

Tables 30-32 provide information concerning reasons why non-users do not frequent Mission Bay Park, the type of recreational facilities they do visit, and the recreational activities which they tend to enjoy elsewhere. Table 30 shows that an overwhelming plurality of non-users indicated that they do not use the Park because they live too far away (49.3%). Secondarily are such reasons as the absence of time for park recreation (10.9%) and the observation that Mission Bay Park does not fulfill their recreational needs (9.3%). Distance from Mission Bay Park was a particular problem for individuals 25-34 years of age and for those who have children between the ages of 5 and 11. Voters cite the distance factor more frequently than non-voters (51.1% to 45.0%) as do individuals living in the South Bay (61.2%), North County (59.5%), and East County (57.4%). The Park does not fulfill the needs of people in the 50-64 age bracket, especially, and for those people living in the Central City-North of I-8. People with children between the ages of 5 and 11 also cite the Park's facilities as being unfulfilling. Pollution, which received 6.8% of the total responses, is of particular concern to those living in the vicinity of the Park (22.9%). Those who

visit Sea World often are more sensitive to the pollution problems, with 36.8% of those who attend Sea World at least twice per month citing this as a significant deterrent to their use of the Park and 9.4% of those who attend Sea World at least "a few times" per year indicating the same.

Table 30

Reasons for Not Using Mission Bay Park More Often
(Respondent Non-Users Only)

Reasons	#	%
Live in different area/too far	217	49.3
Pollution	30	6.8
Crowded/rowdy/congestion	26	5.9
New to area/don't know Park location	33	7.5
Do not go to parks	6	1.4
Mission Bay does not fulfill recreational needs/go other places	41	9.3
No time for parks/busy	48	10.9
Other	39	8.9
Total	440	100.0

Among non-users, 28.7% of them frequent parks other than Mission Bay Park and 15.1% cite the beaches of San Diego County as their most frequented recreational destination (Table 31). Non-user residents of South Bay tend to go to other parks (37.0%). Non-user residents in the vicinity of Mission Bay Park tend to use the beaches (19.1%). Non-user residents of the Central City, both north and south of I-8, use Balboa Park (20.0% and 15.4%, respectively). The recreational activities preferred by non-users of the Park, as depicted in Table 32, are diverse, including such activities as playgrounds/ ballfields/tennis courts (23.3%), picnic areas (19.6%), water sports/boating (18.1%), and pedestrian/bike trails (15.7%). Among non-users, those in the 35-64 age group tend to enjoy water sports more than the general population does. The 35-49 age group enjoys picnic areas, those 50 and over enjoy pedestrian/bike trails, and those under 35 enjoy playgrounds and ballfields.

Table 31

Family-Oriented Recreational Facilities
Respondent Non-Users Visit Most Often

Recreational Facility	#	%
Balboa Park	34	8.2
Other Parks	120	28.7
Beaches	63	15.1
Various Lakes	17	4.1
Desert	4	1.0
Indoor Gyms	11	2.6
Sea World	14	3.2
None	74	17.7
Other recreation (pools, miniature golf, hiking)	81	18.4
Total	418	100.0

Table 32

Recreational Activities Enjoyed by Respondents
Who Used Facilities Other Than
Mission Bay Park
(Non-Users of Mission Bay Park)

Activity	#	%
Water Sports/Boating	60	18.1
Picnic areas	65	19.6
Pedestrian/bike trail	52	15.7
Playgrounds/ballfields[b]	77	23.3
Other	77[a]	23.3
Total	331	100.0

[a]includes 7 movies, 7 museums, 7 zoo/animals
[b]includes tennis courts