

LAS VEGAS, NV

The sites included in this assessment are the following:

Site Name	J40	Address	Housing Provider	URL
Mirabelli Community Center	no	6200 Hargrove Ave, Las Vegas, NV 89107	City of Las Vegas	https://www.lasvegasnevada.gov/Residents/Parks-Facilities/Mirabelli-Community-Center
Doolittle Community Center	yes	1950 J St, Las Vegas, NV 89106	City of Las Vegas	https://www.lasvegasnevada.gov/Residents/Parks-Facilities/Doolittle-Community-Center

As noted in the “Method” section at the end of this document, US Census Block Group (BG) data represents a significant data source for this analysis. These data include the housing sites, but should be interpreted with caution as the BG may not coincide fully with residents of each site. Justice40 (J40) sites that are located in Justice40 communities designated in the [Climate and Economic Justice Screening Tool](#) (CEJST) that identifies disadvantaged communities that are marginalized and overburdened by pollution and underinvestment.

City Overview

Both Mirabelli and Doolittle are community center sites, not residential sites. The data presented in this assessment will provide some context to the community in the immediate surroundings of the community centers, but do not necessarily reflect the broader community served by the centers. Mirabelli is located approximately 4 miles west of downtown Las Vegas, just south of I-95. Doolittle is located approximately 1.5 miles north of downtown Las Vegas. As shown in Figure 1, each of Doolittle is located in a J40 disadvantaged tract. The tracts with the darker shading indicate greater transportation barriers (higher relative cost and time spent on transportation relative to other tracts¹).

¹ See “transportation barriers” on the Climate and Economic Justice Screening tool “Methodology” web page: <https://screeningtool.geoplatform.gov/en/methodology>



Figure 1. Las Vegas, NV sites mapped with J40 tracts (hashed area) and relative travel barriers (shading)

HOUSEHOLD LANGUAGES SPOKEN

Language information, particularly areas with limited English households, can help reveal barriers that residents may face in learning about and utilizing car share, as well as inform possible outreach and service needs. About two-thirds of the households in Las Vegas are English only households, with the area around Mirabelli being lower (52% English only) and Doolittle being slightly higher (77%). However, there are relatively few limited English households.

	English only	Limited English (total)	Spanish		Other Indo-European lang.		Asian / Pacific Island lang.		Other lang.	
			Limited English	Not	Limited English	Not	Limited English	Not	Limited English	Not
Mirabelli	52%	2%	1%	39%	0%	0%	1%	3%	0%	3%
Doolittle	77%	4%	4%	18%	0%	0%	0%	0%	0%	0%
City: Las Vegas, NV	67%	6%	5%	18%	0%	3%	1%	5%	0%	1%

(Source: 2021 ACS 5-yr BG data)

HISPANIC/LATINO AND NOT HISPANIC/LATINO BY RACE

Information about race and ethnicity can help to understand the diversity of the area surrounding study sites, which can help inform outreach strategies. This section is closely related to household languages spoken, particularly Spanish. The Mirabelli area has a plurality of Hispanic or Latino residents (47%), along with fewer white alone and more Black or African American residents than Las Vegas overall. The Doolittle area has a majority of Black or African American residents (64%), along with 26% Hispanic or Latino.

	Hisp. or Latino	Not Hispanic or Latino						
		White alone	Black or African American alone	American Indian / Alaska Native alone	Asian alone	Native Hawaiian / Pacific Islander alone	Some Other Race alone	Two or more races
Mirabelli	47%	26%	17%	0%	3%	2%	1%	4%
Doolittle	26%	4%	64%	1%	0%	0%	0%	4%
City: Las Vegas, NV	33%	40%	12%	0%	7%	1%	1%	5%

(Source: 2021 ACS 5-yr BG data)

HOUSEHOLD COMPOSITION AND INCOME

Household level factors such as household size and income level can help to understand residents’ travel needs and budgets, and gauge the potential market and impact of reduced car share rates. The median income in the area around Mirabelli Community Center is roughly similar to Las Vegas overall, while the median income in the area near Doolittle Community Center is well below (less than half) the Las Vegas overall median income.

	Percentage renter occupied	Average household size	Median Income (BG)	Median Income (Tract)
Mirabelli	52%	2.9	\$54,261	\$61,681
Doolittle	57%	2.2	\$30,426	\$23,656
City: Las Vegas, NV	46%	2.7	\$61,356	\$61,356

(Sources: 2021 ACS 5-yr BG and Census Tract data)

RESIDENT AGE AND POVERTY

Resident age can help understand the proportion of the population that is working age and older adult populations. Information about the proportion of the population living at or below poverty level can help reveal potential market and impact of reduced car share rates. The percentage of residents living below poverty are slightly above the Las Vegas rate for the Block Groups immediately around each of the community centers. However, in the case of Doolittle the poverty rate in the full census tract is much higher than Las Vegas overall (35% overall compared to 15% for Las Vegas, and 31% for residents in the 18 to 64 age bracket, compared to 14% for that age group overall in Las Vegas). Figure 2 shows the tracts with a higher proportion of residents living at or below 100% of the poverty level (shading by percentile among US tracts).

	Percentage of population age:		Percentage below poverty (tract)		
	18 to 64	65+	Total (tract)	Ages 18 to 64	Ages 65+
Mirabelli	67%	10%	18%	18%	2%
Doolittle	74%	15%	35%	31%	17%
City: Las Vegas, NV	62%	15%	15%	14%	11%

(Sources: 2021 ACS 5-yr BG and Census Tract data)

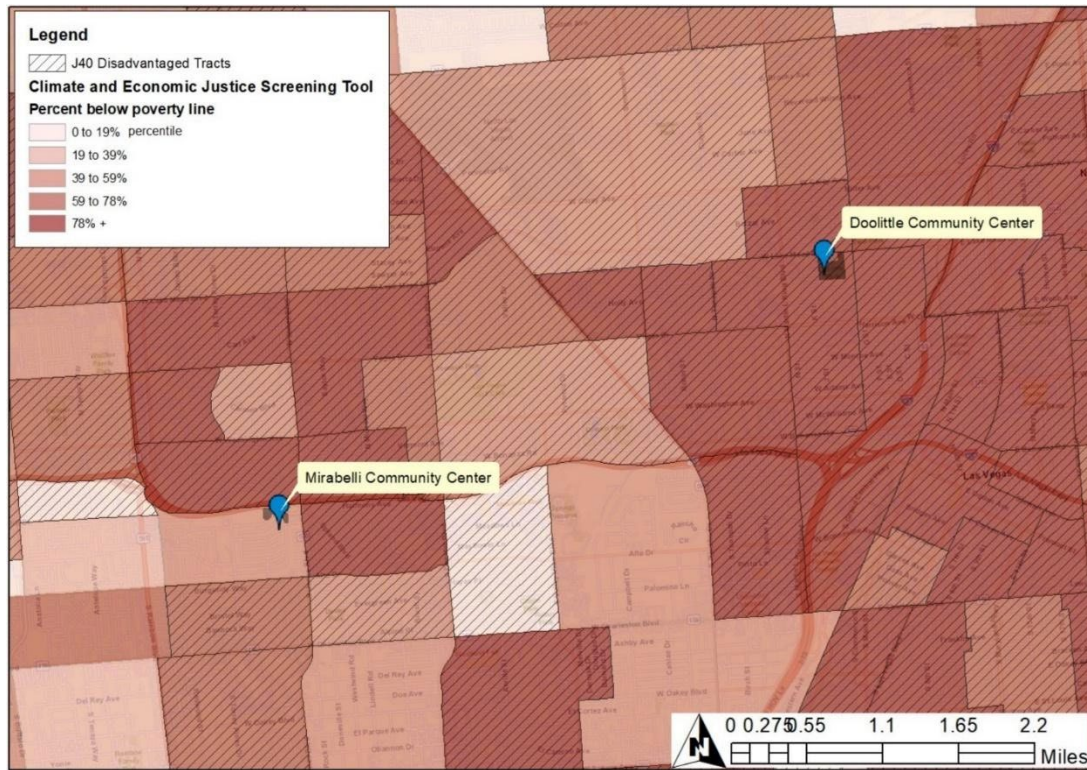


Figure 2. Las Vegas, NV sites mapped with J40 tracts (hashed areas) and proportion of population below the poverty level (percentile, shading)

Household vehicles and commuting

CAR OWNERSHIP

Zero-car households may be an indicator of need or market for alternative transportation modes. In addition, the proportion of single and multi-car households can reveal opportunities for car share. The area around Doolittle Community Center has a very high proportion of zero-car households for renters (60%), while the area around Mirabelli is relatively low at 9% of renter households being carless, or half the rate of Las Vegas overall.

HH car ownership	Zero-car HHs	One-car HHs	Two-plus-car HHs
	Among renter occupied units		
Mirabelli	9%	50%	41%
Doolittle	60%	35%	5%
City: Las Vegas, NV	18%	45%	38%

(Source: 2021 ACS 5-yr BG data)

COMMUTE MODE

Commute mode information provides some insight into currently available and used travel modes, at least for work trip purposes. Despite the low rate of auto ownership among Doolittle renter households, among commuters in the area the vast majority commute by car. This may be due to commuters being concentrated in home-owners and/or among car-owning renters. Very few of the commuters near either site take transit or walk.

	Percent of residents who commute	Commute Mode				
		Drive Alone	Carpool	Public Transit	Walk	Taxi, motorcycle, bicycle, other
Mirabelli	41%	91%	3%	2%	1%	3%
Doolittle	34%	97%	3%	0%	0%	0%
City: Las Vegas, NV	42%	82%	11%	3%	1%	3%

(Source: 2021 ACS 5-yr BG data)

PERCENTAGE OF COMMUTERS WITH 45+ MINUTE COMMUTES BY MODE

Commute mode travel information provides some insight on the length of time individuals need to travel to work. Often transit dependent individuals spend significantly longer in getting to and from work. Commuters at these sites do not generally experience long commute times, with only 8% of those living near Mirabelli and 0% of those living near Doolittle experiencing 45+ minute commutes.

45+ Minute commutes by	All commuters	Drive Alone	Carpool	Public Transit	Walk	Taxi, motorcycle, bicycle, other
Mirabelli	8%	8%	0%	0%	0%	0%
Doolittle	0%	0%	0%	n/a	n/a	n/a
City: Las Vegas, NV	11%	9%	10%	69%	7%	11%

(Source: 2021 ACS 5-yr BG data)

Walkability

WALK SCORE

Walk Score (Walkscore.com) provides an all-in-one metric for gauging the walkability of a place based on a proprietary algorithm for accessing a set of defined key destination types. Scores range from 0 (completely car dependent) to 100 (all errands can be done

by walking)². Walkable neighborhoods and car share can be contributing factors to helping people accomplish daily needs without owning a car. The Walk Score for the sites are listed below. Mirabelli, consistent with Las Vegas overall, falls into the Walk Score “car dependent” category, while Doolittle’s score of 67 suggests that some to most errands can be accomplished on foot.

	Walk Score Rating
Mirabelli	36
Doolittle	67
City: Las Vegas, NV	42

(Source: walkscore.com)

KEY DESTINATIONS

Another way to assess walkability for everyday needs is to look at distances to key destinations, particularly to daily services (groceries, pharmacies, and schools) but also for medical services and other essential services. Generally consistent with the Walk Score ratings, a scan of distances to key destinations reveals that Doolittle has some destinations within somewhat walkable distances; for instance, a grocery store within half a mile, and an elementary school within a quarter mile. Most key destinations for Mirabelli are at least a mile or more away.

Distance to:	Grocery	Pharm.	Hardware	Hosp. / ER	Urgent care	Elem. school	High school
Mirabelli	1.4 (Walmart Neighborhood)	1.3 (Smith's)	1.8 (Home Depot)	3.0 (Dignity Health St. Rose Dominican)	1.9 (Urgent Care)	0.5 (O.K. Adcock)	1.9 (Bonanza)
Doolittle	0.5 (Dollar General Market)	1.2 (MLK Pharmacy)	2.3 (Ace Hardware)	2.0 (North Vista Hospital)	0.7 (UMC Quick Care)	0.2 (Matt Kelly)	2.1 (Desert Rose)

(Distance in miles. Source: Google Maps)

HOUSING AND JOBS DENSITY:

Housing and employment densities provide information about the concentration of people and businesses in an area, which can inform the potential market or user base of a service. Employment density and ratios of jobs to households can also provide insight into the potential for local residents to easily access businesses and jobs. Mirabelli has a higher density of housing units and population than Las Vegas as a whole, while

² Walk Score Ratings: 90–100 Walker's Paradise (Daily errands do not require a car); 70–89 Very Walkable (Most errands can be accomplished on foot); 50–69 Somewhat Walkable (Some errands can be accomplished on foot); 25–49 Car-Dependent (Most errands require a car); 0–24 Car-Dependent (Almost all errands require a car)

Doolittle is about in line with the city. On the other hand, Mirabelli has fewer jobs and jobs per household than Doolittle or than Las Vegas.

	Gross resid. density (HU/acre)	Gross pop. density (people/acre)	Gross empl. density (jobs/acre)	Jobs per household ³
Mirabelli	4.8	13.6	1.4	0.3
Doolittle	2.6	5.8	3.6	1.4
City: Las Vegas, NV	2.6	7.0	3.3	1.3

(SLD and US Census)

Transit access

Transit can be a useful means of transportation if people can easily get to a transit stop (bus or light rail), the service is relatively frequent, and it gets them where they need to go. Walk Score (Walkscore.com) also provides a Transit Score metric, which gauges access to destinations by transit. Transit access is relatively poor at both Mirabelli and Doolittle, although the number of jobs accessible by transit are higher at both sites than in Las Vegas overall.

Transit access stats	Transit Score	Transit Routes within 1/2 Mile	Transit Trips per Week within 1/2 Mile	Jobs Accessible in 30-minute trip	Commuters Who Use Transit
Mirabelli	35	4	674	226,391	4.0%
Doolittle	40	4	1,943	252,059	17.7%
City: Las Vegas, NV	36	3	1,237	144,417	4.3%

(Source: Transit Score from Walkscore.com. All other data from alltransit.cnt.org)

Other transport

Zipcar is not available in Las Vegas. RTC bike share serves Las Vegas, but is not available in the immediate vicinity of either community center site.

³ EPA notes that “An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled” (<https://enviroatlas.epa.gov/enviroatlas/datafactsheets/pdf/supplemental/employmenthousingratio.pdf>)

	Bike Score	Bike Share available within 1/4 Mile	Scooter Share available within 1/4 Mile	Car sharing available?
Mirabelli	68	No	No	No
Doolittle	49	No	No	No
City: Las Vegas, NV	46	Yes	Yes	No

(Source: Bike Score from Walkscore.com; Bike and Scooter share data from US Bureau of Transportation Statistics <https://data.bts.gov/stories/s/Bikeshare-and-e-scooters-in-the-U-S-/fwcs-jprj/>; Zipcar data from Google Maps and Zipcar.com)

City Summary

OVERVIEW

- The assessment focuses on the areas in the immediate surroundings of the Mirabelli and Doolittle Community Centers.
- The area around Doolittle is much lower income and with higher poverty levels than Mirabelli or Las Vegas overall.
- The area around Doolittle has more residents without cars, but also has a built environment more conducive to walking, with more nearby destinations and a higher density of nearby jobs.
- Commuters in both areas are heavily car dependent currently.
- Transit provides some access, but there is a lack of shared mobility options such as car share, bike share or e-scooter share.

LIMITATIONS

- Note that most of the data utilized in this assessment is based on the block group(s) which make up the preponderance of the site location, and the tract in which the site is located. These do not in most cases directly correlate to residents of the sites, as they often include residents of some adjacent blocks. The Methods section provides some additional detail on the block group as it relates to the individual sites.
- Relatedly, ACS 2021 5-year data is used for many Census variables, and would not, for example, include details on residents who had moved into the site since 2021.

Method

This basic transportation needs assessment is a review of transportation, sociodemographic and built environment data for the site.

Key data sources include the US Census American Community Survey (2021 5-year data in most cases), the 2020 Decennial US Census, the TransitCenter’s AllTransit tool (<https://alltransit.cnt.org/>), Walk Score (Walkscore.com), the US EPA Smart Location Database (“SLD”; <https://www.epa.gov/smartgrowth/smart-location-mapping>), and calculations using mapping software include ArcMap and Google Maps.

Primary address: For analyses utilizing walkscore.com, alltransit.cnt.org, and proximity to various specific types of destination, we utilize the primary address provided for each site, generally representing the building mailing address (for individual buildings) and/or housing site office. For larger multi-building complexes, the actual access information would be expected to vary slightly for residents housed elsewhere in the community.

Census data: A major component of the data in this analysis is based on census block group, or in a few cases, census tract data. In cases where a site made up less than a block group, the data presented is for the entire block group. In cases where a site made up more than 1 block group, or a portion of multiple block groups, we first looked to see if one single BG made up the preponderance of the site (and if so, data is present for that BG), or if significant portions of the site were split between multiple BGs, in which case we took the average of those BGs. See the table below for information about the BG used for each site.

2020 Census BG and Tract info	Primary Address	BG	BG notes	Tract
Mirabelli Community Center	6200 Hargrove Ave, Las Vegas, NV 89107	Block Group 2, Census Tract 30.01, Clark County, Nevada	The BG is primarily residential with a HS in the center	Census Tract 30.01, Clark County, Nevada
Doolittle Community Center	1950 J St, Las Vegas, NV 89106	Block Group 4, Census Tract 3.02, Clark County, Nevada	The BG is a mix of housing, public offices, and businesses. The housing authority, police department and chamber of commerce and within. There is a UPS customer care center near and a newspaper near the freeway interchange.	Census Tract 3.02, Clark County, Nevada