

TRANSPORTATION ACCESS TO PARKS (TAP) STUDY - APPENDIX

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)



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DESIGNWORKSHOP



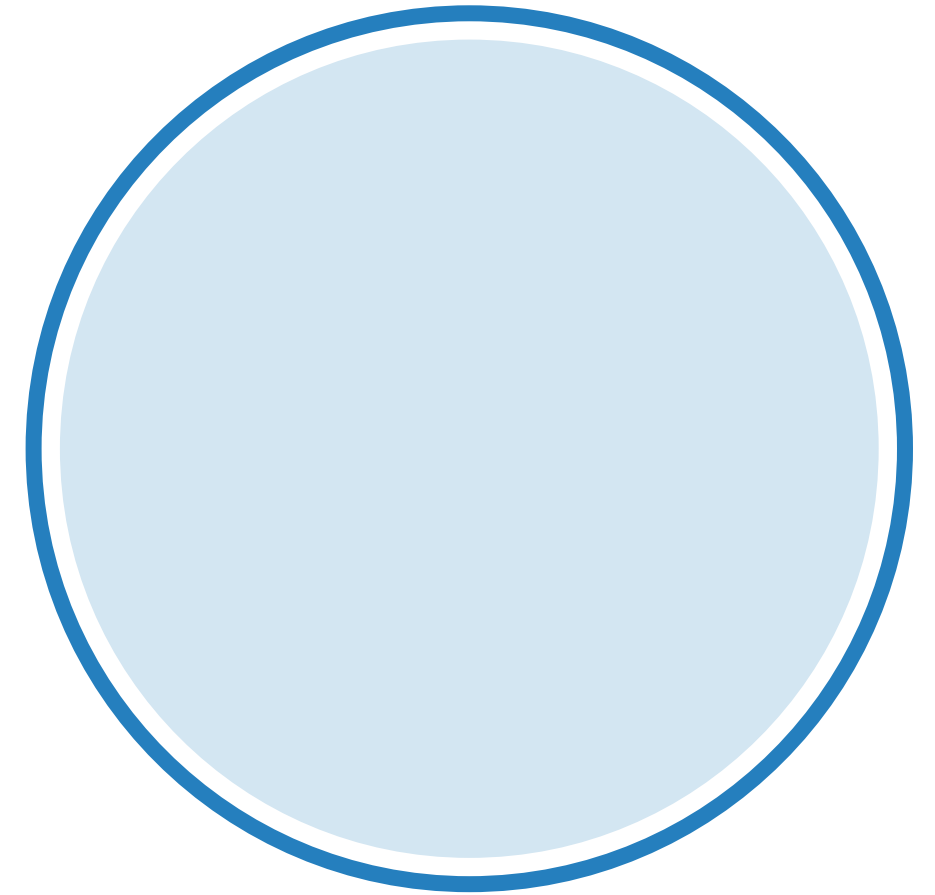
2025

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A.



TECHNICAL MEMO

CHAPTER CONTENTS

- Definitions
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- Impacted Communities Methodology
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- Priority Destinations

DETAILED DEFINITIONS

“Access for all” enables community members to reach key destinations safely and comfortably. It involves processes and programs that are impartial and that include those who have experienced barriers to access. In the Transportation Access to Parks Study (TAP Study), “access for all” is the act of changing policies and strategically investing resources into transportation infrastructure and parks improvements to ensure the system serves everyone, with a focus on those who have been left out.

“Effective Transportation” involves changing policies and strategically investing resources into transportation infrastructure to ensure the built environment is not a barrier to use for anyone. It ensures that all people have access to reliable, affordable, and safe transportation options, and that all people have their needs met by the transportation systems available to them. In the context of the TAP Study, effective transportation is the act of considering the unique mobility and connectivity needs of each community and developing tailored measures to promote access for all.

“Safe Mobility” is the act of ensuring that all people feel safe existing on their streets and can enjoy full freedom of movement. This definition goes beyond transportation to acknowledge harassment and violence, feelings of fear, and other experiences of marginalized people. In the context of the TAP Study, “safe mobility” is the process of acknowledging the distinct vulnerabilities that individuals experience when they travel and offering recommendations for future study based on individuals’ reported experiences.

Impacted Communities are areas with a high concentration of socio-economic, environmental, and health risk factors. These areas may or may not be Park Gap Areas.

High-Needs Neighborhoods are population centers that stand to benefit most from transportation investments, due to their designation as both an Impacted Community and a Park Gap Area.

PARK DEFINITIONS

Everyday Parks are located close to residences and public institutions such as libraries and schools for ease of frequent use. They are smaller in size and with fewer large park amenities than Destination Parks and Outdoor Experience Parks, but they provide sufficient amenities to support users of all ages.

Trailheads are entry points to trails. They are included in the Phase I analysis, but a more robust assessment of trail access is recommended for Phase II.

Destination Parks are larger parks that offer more amenities than everyday parks, including options for both active and passive recreation. They draw users from a larger service area and are designed to encourage a longer stay.

Outdoor Experiences offer public access to natural spaces. They are outdoor natural spaces where residents of varying ages and abilities can “get off the bus and go”, i.e., the experiences offered do not require heavy equipment or high skill levels.

TRANSPORTATION DEFINITIONS

Safe Walk/Roll refers to a pedestrian or mobility device experience with continuous sidewalks, no known obstructions, and no need to cross arterial roads.

Roll refers to the act of using a mobility device with wheels such as walkers, wheelchairs, and strollers.

Frequent Transit refers to a transit route with a frequency of 3 buses per hour that a resident can access within a 10-minute safe walk, roll, or cycle from their home.

Accessible Connection refers to a connection that is available to people with or without disabilities. In Southern Nevada, it may refer to paratransit or shared demand response service that connects population centers to parks during the days and times of highest park access demand.

ACCESS DEFINITIONS

Excellent Access to Parks in Southern Nevada is defined as a household with access (as defined for each park type) to an everyday park, a trailhead, and a destination park AND accessible connections to each of these park types.

Incomplete Access to Parks in Southern Nevada is defined as a household with access (as defined for each park type) to an everyday park, a trailhead, and a destination park, but without accessible connections to one or more of these park types.

Poor Access to Parks in Southern Nevada is defined as a household with access to one or two of the defined park types, but without access to all three.

No Access to Parks in Southern Nevada is defined as a household without access (as defined for each park type) to an everyday park, a trailhead, or a destination park.

Park Gap Areas have incomplete access to parks or no access to parks through use of transportation systems to reach by walk, bike, or transit within a reasonable travel time.

Baseline Walk Access to Parks in Southern Nevada is defined through a simple 10-minute walkshed analysis using entry points for all parks and trails countywide, regardless of their classification. It illustrates how green space access is generally distributed throughout Southern Nevada.

Baseline Transit Connection to Parks in Southern Nevada is defined through a simple analysis illustrating which parks and trails are within ½ mile of a transit stop.

PARK CLASSIFICATIONS METHODOLOGY

RTC jurisdictions (Boulder City, City of Henderson, City of Mesquite, City of North Las Vegas, City of Las Vegas, Clark County) provided park data for the TAP study. This data was adjusted only to standardize how amenities were counted, but no park data was created for the TAP study. The methodology for defining Park Classifications was designed to minimize the impact of data being collected differently between jurisdictions.

Park Classifications were defined in partnership with the Technical Advisory Committee (TAC). These definitions and criteria are unique to the TAP Study. The full list of park amenities (Figure 1) was used to categorize park types. This list of amenities was used to align with the park data maintained and provided by RTC jurisdictions.

The criteria described below were used to develop a preliminary list of Priority Parks. This list was refined multiple times based on stakeholder input (see Figure 2).

Everyday Parks: Defined based on their mix of amenities that support short visits.

- Size: No size minimum.
- Amenities: At least two unique amenities from the full list of amenities in Figure 1.
- Access Goal: 10-minute or less walk or roll.

Destination Parks: Defined based on their size and a mix of amenities that encourage a lengthier stay. Includes a mix of passive and active amenities (see Figure 1).

- Size: 5+ acres
- Amenities: At least two active amenities, one passive amenity, and restrooms (includes portable toilets).
- Access Goal: 30-minute or less transit connection.

Outdoor Experience Parks: Defined based on their value as a natural area and their ease of access and use. Public lands owned by the National Park Service, Bureau of Land Management, U.S. Fish and

Wildlife Service, U.S. Forest Service, and Nevada State Parks were used as a starting point to identify Outdoor Experience Parks, and trailhead and parking lot data were used to limit the definition to lands with public access. The final set of Outdoor Experience Parks was defined in partnership with the TAC, with additional input from federal partners.

- Size: No size minimum.
- Amenities: No minimum number of amenities, but must include natural features and a trailhead or a parking lot.
- Access Goal: 1-hour transit connection.

Figure 1: Park Amenities

AMENITY	PASSIVE/ACTIVE
Ball Fields	Active
Basketball Courts	Active
Dog Park	Passive
Fitness Station	Active
Football Field	Active
Hockey Rink	Active
Pickleball Court	Active
Picnic Area	Passive
Playground	Active
Skate Park	Active
Soccer	Active
Splash Pad	Active
Swimming Pool	Active
Tennis Court	Active
Volleyball Court	Active
Walking Loop	Active
Ampitheater	Passive
Barbecue Grill	Passive
Horseshoes	Active
Multipurpose Field	Active
Open Lawn	Passive
Raquetball	Active
Climbing Wall	Active
Shuffleboard	Active
Tetherball	Active
Bocce Ball	Active
Equestrian Areas	Active
Frisbee Golf	Active

Figure 2: Priority Parks Table

JURISDICTION	PARK NAME	CLASSIFICATION
Mesquite	Jensen Trailside Park	Everyday Park
Mesquite	Recreation Center Park	Destination Park
Mesquite	Desert Rose Park	Everyday Park
Mesquite	Hafen Trailhead Park	Destination Park
Mesquite	Hunter Sports Park	Destination Park
Mesquite	Marilyn Redd Park	Destination Park
Mesquite	Old Mill Park	Everyday Park
Mesquite	Veterans Memorial Park	Everyday Park
North Las Vegas	Eldorado Park	Everyday Park
North Las Vegas	Tropical Breeze Park	Everyday Park
North Las Vegas	Monte Vista Park	Everyday Park
North Las Vegas	Richard Tam Park	Everyday Park
North Las Vegas	Gold Crest Park	Everyday Park
North Las Vegas	Flores Park	Everyday Park
North Las Vegas	Cheyenne Ridge Park	Everyday Park
North Las Vegas	Desert Horizons Park	Destination Park
North Las Vegas	Cheyenne Sports Complex	Destination Park
North Las Vegas	Brooks Tot Lot	Everyday Park
North Las Vegas	Boris Terrace Park	Everyday Park
North Las Vegas	Rotary Tot Lot	Everyday Park
North Las Vegas	Valley View Park	Everyday Park
North Las Vegas	Tonopah Park	Everyday Park
North Las Vegas	College Park	Everyday Park
North Las Vegas	Hartke Park	Destination Park
North Las Vegas	Nature Discovery Park	Destination Park
North Las Vegas	Deer Springs Park	Destination Park
North Las Vegas	Prentiss Walker Park	Everyday Park
North Las Vegas	Craig Ranch Regional Park	Destination Park
North Las Vegas	Sandstone Ridge Park	Everyday Park
North Las Vegas	City View Park	Destination Park
North Las Vegas	James K. Seastrand Park	Destination Park
North Las Vegas	Theron H. Goynes Park	Everyday Park
North Las Vegas	Petitti Park & Pool	Everyday Park
North Las Vegas	Joe Kneip Park	Everyday Park
North Las Vegas	Aviary Park	Destination Park

JURISDICTION	PARK NAME	CLASSIFICATION
North Las Vegas	Annie Walker Park	Everyday Park
North Las Vegas	Aliante Library	Everyday Park
North Las Vegas	Alexander Library	Everyday Park
North Las Vegas	Liberty Park	Everyday Park
North Las Vegas	Tule Springs Park	Destination Park
North Las Vegas	Tule Springs Saddlebrook	Everyday Park
North Las Vegas	Tule Springs Park 4	Everyday Park
Clark County	Thomas Leavitt Park	Everyday Park
Clark County	Ron Lewis Town Park	Everyday Park
Clark County	Overton Park	Destination Park
Clark County	Tree Top Park	Everyday Park
Clark County	Oxford Park	Everyday Park
Clark County	North Tower Park	Everyday Park
Clark County	Paseos Park	Everyday Park
Clark County	Cottonwood Canyon Park	Everyday Park
Clark County	Mountain Crest Park	Destination Park
Clark County	Lone Mountain Park	Destination Park
Clark County	Alexander Villas Park	Destination Park
Clark County	Shadow Rock Park	Destination Park
Clark County	Nellis Meadows Park	Everyday Park
Clark County	Martin Luther King Park	Everyday Park
Clark County	Sunrise Park	Everyday Park
Clark County	Robert E Price Park	Everyday Park
Clark County	Lewis Family Park	Destination Park
Clark County	Winterwood Park	Destination Park
Clark County	Joe Shoong Park	Everyday Park
Clark County	Magdalena Vegas Mtn Park	Everyday Park
Clark County	Maslow Park	Everyday Park
Clark County	Wetlands Park	Outdoor Experience Park
Clark County	Grapevine Springs Park	Everyday Park
Clark County	Silverbowl	Destination Park
Clark County	Myrna T Williams Campus Park	Everyday Park
Clark County	Molasky Family Park	Everyday Park
Clark County	Paradise Park	Destination Park
Clark County	Paradise Vista Park	Everyday Park

JURISDICTION	PARK NAME	CLASSIFICATION
Clark County	Davis Park	Everyday Park
Clark County	Prosperity Park	Everyday Park
Clark County	Desert Breeze Park	Destination Park
Clark County	Paul Meyer Park	Destination Park
Clark County	Ravenwood Park	Everyday Park
Clark County	Laurelwood Park	Everyday Park
Clark County	Community Park	Destination Park
Clark County	Spotted Leaf Park	Everyday Park
Clark County	Willows Park	Everyday Park
Clark County	Gardens Park	Everyday Park
Clark County	Ridgebrook Park	Destination Park
Clark County	Blue Diamond Park	Everyday Park
Clark County	Nevada Trails Park	Destination Park
Clark County	Inzalaco Park	Everyday Park
Clark County	Sunset Park	Destination Park
Clark County	Western Trails Park	Destination Park
Clark County	Hidden Palms Park	Everyday Park
Clark County	Desert Bloom Park	Destination Park
Clark County	Duck Creek Park	Everyday Park
Clark County	Silverado Ranch Park	Destination Park
Clark County	Searchlight Town Park	Everyday Park
Clark County	Mountain View Park	Destination Park
Clark County	Whitney Park	Destination Park
Clark County	Indian Springs Park	Everyday Park
Clark County	Grant Bowler Park	Destination Park
Clark County	Winchester Park	Destination Park
Clark County	West Flamingo Park	Destination Park
Clark County	Peace Park	Destination Park
Clark County	Parkdale Park	Everyday Park
Clark County	Walnut Park	Everyday Park
Clark County	Potosi Park	Everyday Park
Clark County	Pebble Park	Everyday Park
Clark County	Laughlin Skate & Water Park	Destination Park
Clark County	Sommerset Hills Park	Destination Park
Clark County	Village Green Park	Everyday Park

JURISDICTION	PARK NAME	CLASSIFICATION
Clark County	Goett Family Park	Destination Park
Clark County	Harmony Park	Everyday Park
Clark County	Desert Inn Park	Everyday Park
Clark County	Spring Valley Community Park	Destination Park
Clark County	Exploration Peak Park	Destination Park
Clark County	Hollywood Park	Everyday Park
Clark County	Mccarran Marketplace Park	Destination Park
Clark County	Mesa Park	Destination Park
Clark County	Moapa Valley Sports Park	Everyday Park
Clark County	Old Spanish Trail Park	Destination Park
Clark County	Charlie Frias Park	Destination Park
Clark County	Doc Johnson Rose Garden Pk	Destination Park
Clark County	Heritage Greenway Park & Trails	Destination Park
Clark County	Jimmy Pettyjohn Pk	Everyday Park
Clark County	Red Ridge Park	Destination Park
Clark County	Western Trails Equestrian Park	Outdoor Experience Park
Clark County	Nathaniel Jones Park	Everyday Park
Clark County	Faiss Park	Everyday Park
Clark County	Mountains Edge Park	Destination Park
Clark County	Sigfried & Roy Park	Everyday Park
Clark County	Rex Bell Jr. Trail Park	Everyday Park
Las Vegas	Teton Trails Park	Everyday Park
Las Vegas	Buckskin Basin Park	Everyday Park
Las Vegas	Children'S Memorial Park	Everyday Park
Las Vegas	Gilcrease Brothers Park	Destination Park
Las Vegas	Winding Trails Park	Everyday Park
Las Vegas	Polly Gonzalez Memorial Park	Destination Park
Las Vegas	Police Memorial Park	Destination Park
Las Vegas	Douglas A. Selby Park & Trailhead	Destination Park
Las Vegas	Sunny Springs Park	Everyday Park
Las Vegas	Estelle Neal Park	Everyday Park
Las Vegas	Cimarron Rose Park	Everyday Park
Las Vegas	Sky Ridge Park	Destination Park
Las Vegas	Patriot Community Park	Destination Park
Las Vegas	Wayne Bunker Family Park	Destination Park

JURISDICTION	PARK NAME	CLASSIFICATION
Las Vegas	Garehime Heights Park	Everyday Park
Las Vegas	Durango Hills Park	Destination Park
Las Vegas	Aloha Shores Park	Everyday Park
Las Vegas	Cameron Community Park	Everyday Park
Las Vegas	Charleston Heights Park	Everyday Park
Las Vegas	Lubertha Johnson Park	Everyday Park
Las Vegas	Wildwood Park	Everyday Park
Las Vegas	Bruce Trent Park	Destination Park
Las Vegas	Pioneer Park	Destination Park
Las Vegas	Coleman Park	Everyday Park
Las Vegas	Lorenzi Park	Destination Park
Las Vegas	Ethel Pearson Park	Everyday Park
Las Vegas	Heritage Park	Everyday Park
Las Vegas	Bill Briare Family Park	Destination Park
Las Vegas	Charleston Neighborhood Preservation Park	Everyday Park
Las Vegas	Angel Park	Everyday Park
Las Vegas	Ansan Sister City Park	Destination Park
Las Vegas	Stewart Place Park	Everyday Park
Las Vegas	Rotary Park	Everyday Park
Las Vegas	Huntridge Circle Park	Everyday Park
Las Vegas	Bob Baskin Park	Everyday Park
Las Vegas	Firefighters Memorial Park	Destination Park
Las Vegas	Floyd Lamb Park At Tule Springs	Destination Park
Las Vegas	Raptor Play Park	Destination Park
Las Vegas	Stupak Park	Everyday Park
Las Vegas	East Las Vegas Family Park	Destination Park
Las Vegas	Alyn Beck Memorial Park	Destination Park
Las Vegas	Mayfair Place Park	Everyday Park
Las Vegas	Cragin Park	Everyday Park
Las Vegas	Gilmore/Cliff Shadows	Outdoor Experience Park
Las Vegas	Hualapai Canyon Trailhead	Outdoor Experience Park
Las Vegas	Bettye Wilson Soccer Complex	Everyday Park
Las Vegas	Trigono Hills Park	Destination Park
Las Vegas	Pop Squires Park	Everyday Park
Las Vegas	James Gay Iii Park	Destination Park

JURISDICTION	PARK NAME	CLASSIFICATION
Las Vegas	Doc Romeo Park	Everyday Park
Las Vegas	Heers Park	Everyday Park
Las Vegas	Kianga Isoke Palacio Park At Doolittle Complex	Destination Park
Las Vegas	Ed Fountain Park	Destination Park
Las Vegas	Gary Reese Freedom Park	Destination Park
Las Vegas	Kellogg - Zaher Sports Complex	Destination Park
Las Vegas	Veterans Memorial Ball Fields	Destination Park
Las Vegas	Mike Morgan Family Park	Destination Park
Las Vegas	Hadland Park	Everyday Park
Las Vegas	Rafael Rivera Park	Destination Park
Las Vegas	Gary Dexter Park	Destination Park
Las Vegas	All American Park	Everyday Park
Las Vegas	Rainbow Family Park	Destination Park
Las Vegas	Baker Park	Everyday Park
Las Vegas	Mountain Ridge Park	Destination Park
Las Vegas	Centennial Hills Sports Park	Destination Park
Las Vegas	Majestic Park	Destination Park
Las Vegas	Centennial Hills Phase Iii Park	Destination Park
Las Vegas	Lorenzi Sports Park	Destination Park
Las Vegas	Buckskin/Cliff Shadows Park	Outdoor Experience Park
Las Vegas	Mirabelli Park	Everyday Park
Las Vegas	Angel Park Trailhead	Destination Park
Boulder City	Wilbur Square	Everyday Park
Boulder City	Lakeview Park	Everyday Park
Boulder City	Frank Crowe Park	Everyday Park
Boulder City	Broadbent Memorial Park	Everyday Park
Boulder City	Oasis Park	Everyday Park
Boulder City	Abc Park	Everyday Park
Boulder City	Del Prado Park	Everyday Park
Boulder City	Escalante Park North	Everyday Park
Boulder City	Escalante Park South	Everyday Park
Boulder City	Hemenway Valley Park	Destination Park
Boulder City	Bootleg Canyon	Outdoor Experience Park
Boulder City	Reflections Center Park	Everyday Park
Boulder City	Sundial Park	Everyday Park

JURISDICTION	PARK NAME	CLASSIFICATION
Boulder City	Whalen Park & Bravo Field	Everyday Park
Boulder City	Veterans Memorial Park	Destination Park
Boulder City	Xeroscape Park	Everyday Park
Henderson	Tuscany Park	Everyday Park
Henderson	Bird Viewing Preserve	Outdoor Experience Park
Henderson	Heritage Park	Destination Park
Henderson	Amador Vista Park	Everyday Park
Henderson	Arroyo Grande Sports Complex	Destination Park
Henderson	Hayley Hendricks Park	Everyday Park
Henderson	Water Street Plaza	Everyday Park
Henderson	Whitney Ranch Activity Pool	Destination Park
Henderson	Ocallaghan Park	Everyday Park
Henderson	Silver Springs Outdoor Pool	Everyday Park
Henderson	Equestrian Park South	Everyday Park
Henderson	Equestrian Park North	Everyday Park
Henderson	Sonata Park	Destination Park
Henderson	Whitney Ranch Indoor Pool	Destination Park
Henderson	Montagna Park	Destination Park
Henderson	Horizon Crest Park	Everyday Park
Henderson	Morrell Park	Destination Park
Henderson	Heritage Park Senior Facility	Destination Park
Henderson	Discovery Park	Everyday Park
Henderson	Paseo Verde Park	Everyday Park
Henderson	Hidden Falls Park	Everyday Park
Henderson	Capriola Park	Destination Park
Henderson	Mountain View Park	Everyday Park
Henderson	Avellino Park	Everyday Park
Henderson	Silver Springs Recreation Center	Everyday Park
Henderson	Esselmont Park	Everyday Park
Henderson	Whitney Mesa Nature Preserve	Destination Park
Henderson	Black Mountain Recreation Center	Everyday Park
Henderson	Pumpkin Park	Everyday Park
Henderson	Paseo Vista Park	Everyday Park
Henderson	Reunion Trails Park	Everyday Park
Henderson	Russell Road Recreation Complex	Everyday Park

JURISDICTION	PARK NAME	CLASSIFICATION
Henderson	Inspirada Park	Everyday Park
Henderson	Madeira Canyon Park	Destination Park
Henderson	Henderson Multigenerational Center	Everyday Park
Henderson	Downtown Park	Everyday Park
Henderson	Desert Pulse Park	Everyday Park
Henderson	Brown Jh School Park	Everyday Park
Henderson	Cactus Wren Park	Everyday Park
Henderson	Heritage Park Aquatic Complex	Destination Park
Henderson	Blooming Cactus Park	Everyday Park
Henderson	Puccini Park	Everyday Park
Henderson	Roadrunner Park	Everyday Park
Henderson	Acacia Park	Destination Park
Henderson	Cinnamon Ridge Park	Everyday Park
Henderson	Sports Park	Destination Park
Henderson	River Mountain Park	Everyday Park
Henderson	Aventura Park	Destination Park
Henderson	Saguaro Park	Everyday Park
Henderson	Bark Park At Heritage Park	Destination Park
Henderson	Union Village Park	Everyday Park
Henderson	Fox Ridge Park	Everyday Park
Henderson	Downtown Recreation Center	Everyday Park
Henderson	Solista Park	Everyday Park
Henderson	Trail Canyon Park	Everyday Park
Henderson	Burkholder Park	Everyday Park
Henderson	Pecos Legacy Park	Everyday Park
Henderson	Rodeo Park	Everyday Park
Henderson	Black Mountain Nature Preserve	Outdoor Experience Park
Henderson	Silver Springs Park	Everyday Park
Henderson	Attesa Park	Everyday Park
Henderson	Weston Hills Park	Everyday Park
Henderson	Mission Hills Park	Everyday Park
Henderson	Allegro Park	Everyday Park
Henderson	Cornerstone Park	Everyday Park
Henderson	Terrazza Park	Everyday Park
Henderson	Bmi Pool	Everyday Park

JURISDICTION	PARK NAME	CLASSIFICATION
Henderson	Wells Pool	Everyday Park
Henderson	Valley View Recreation Center	Destination Park
Henderson	Citrine Sky Park	Everyday Park
Henderson	Black Mountain Aquatic Complex	Everyday Park
Henderson	Potenza Park	Everyday Park
Henderson	Whitney Ranch Recreation Center	Destination Park
Henderson	Mccullough Vista Park	Everyday Park
Henderson	Boulder Creek Park	Everyday Park
Henderson	Acacia Demonstration Gardens	Destination Park
Henderson	Paradise Pointe Park	Everyday Park
Henderson	Sunridge Park	Everyday Park
Henderson	Dundee Jones Park	Everyday Park
Henderson	Stephanie Lynn Craig Park	Everyday Park
Henderson	Siena Heights Trailhead	Everyday Park
Henderson	Mountain Lake Park	Everyday Park
Henderson	Dos Escuelas Park	Everyday Park
Henderson	Vivaldi Park	Everyday Park
Henderson	Wells Park	Everyday Park
Henderson	Green Valley Park	Everyday Park
Henderson	Whitney Mesa Recreation Area	Destination Park

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IMPACTED COMMUNITIES METHODOLOGY

Identifying Impacted Communities can help improve transportation access to parks in the areas of Southern Nevada with the highest need. The methodology to identify Impacted Communities is classified into three subdimensions: Socioeconomic Indicators, Health Indicators, and Environment Indicators. It reclassifies geospatial data at the tract level on a scale of 1 to 4, with higher values representing areas of higher priority. It then overlays those data inputs and identifies areas of overlap, that are prioritized as Impacted Communities. An excerpt of the Python script used to identify Impacted Communities is included in Figure 3. This process was repeated for each data layer.

Impacted Communities were identified using the following process:

1. Gather and prepare data.
The data layers used for the Impacted Communities methodology are listed in Figure 4. Data was collected at the block group level, except where noted with an asterisk. For data not available at the block group level, the zonal statistics geoprocessing tool was used to apportion to this geography (see workflow in Figure 3).

The 2024 EPA EJScreen framework was used as a starting point for the analysis due to its high spatial resolution compared to other methods of identifying areas of need. The EPA EJScreen raw data already incorporates a socioeconomic vulnerability module with 2018-2022 American Community Survey (ACS) variables, an environmental burden module that includes crucial environmental justice data and health related variables accounting for low life expectancy and disability rates. However, the TAP Study methodology added supplemental variables to capture the demographic specificities of Southern Nevada, ensure that data is as current as possible, and reflect the data that is most relevant for transportation

access to parks.

The ArcGIS Pro 'Enrich' tool, which uses aggregation and apportionment settings to summarize data, and join tabular data methods, were used to add additional variables, including those related to poor psychological health, obesity rates and incidence of chronic diseases. This tool works in the ArcGIS Pro desktop app and connects to Business Analyst to supply data from the Esri Demographics 2024-2029 release.

2. Reclassify data on a uniform scale.
The Impacted Communities index ranks census block groups in Southern Nevada against one another to identify concentrated areas of need within Clark County. Each data layer was reclassified into a score based on the raw data ranging from 1-4 for each tract, with 4 being the highest priority (75th percentile compared to Southern Nevada) and 1 being the lowest (25th percentile compared to Southern Nevada).
3. Analyze subdimensions.
Overlay multiple reclassified data layers to sum the percentile rankings of each of the data layers within each subdimension. This results in three priority maps based on the Socioeconomic, Health, and Environment indicators.
4. Identify composite priorities.
Calculate the geometric mean to combine each of the subdimension indices. This analysis will be automated in ArcGIS Pro, but roughly follows the following formula, where T2PI is the composite index score for each tract.

$$T2PI = (0.40 * \text{Socioeconomic percentile ranking}) + (0.40 * \text{Health percentile ranking}) + (0.20 * \text{Environment percentile ranking})$$

The weights for each subdimension were originally held equal, but they were adjusted throughout the TAP Study process following stakeholder feedback. Ultimately, the weight for the Environment Indicators was reduced to reveal more nuance in the composite Impacted Communities map.

5. Identify Impacted Communities.
The Impacted Communities layer was symbolized by breaking the composite score for each block group into quantiles, with the 25th percentile considered "Least Impacted" and the 75th percentile considered "Most Impacted."

Figure 3: Impacted Communities Python Script Sample

```
#workflow for individual variables
#define variable (VAR)

VAR_Vector = r'S:\inputfilelocation'
VAR_Value = "Variable_A"
VAR_Output = r'S:\outputfilelocation'

#reclassify into quantiles
arcpy.management.ReclassifyField("VAR_Vector", "VAR_Value", "QUANTILE", 4, None, "", None, None, "VAR_Reclass")

#convert vector to raster
VAR_Raster = arcpy.conversion.PolygonToRaster(VAR_Reclass, VAR_Value, VAR_Output, "", "", 20)

#where null values exist, convert null values to 0
VAR_nodata = arcpy.sa.Con(arcpy.sa.IsNull(VAR_Raster), 0, VAR_Raster, "Value = 1")

#where data is not at the block group level, run zonal statistics to average data by block group
VAR_BG = arcpy.ia.ZonalStatistics("block_groups", "GEOID", "VAR_nodata", "MEAN", "DATA", "CURRENT_SLICE", 90, "AUTO_DETECT", "ARITHMETIC", 360); out_raster.save(r"filelocation")

#after running zonal statistics, reclassify into a standard 1-4 scale using the remap function

#weighted overlay including all variables by subdimension
Subdimension_Overlay = WOTable([[inRaster1, Relative Weight, "VALUE", remapvar1],
                               [inRaster2, Relative Weight, "VALUE", remapvar2],
                               [inRaster3, Relative Weight, "VALUE", remapvar3]
                               ], [1, 9, 1])

# Execute WeightedOverlay
outWeightedOverlay = WeightedOverlay(Subdimension_Overlay)
```

Figure 4: Impacted Communities Data Layers

Subdimensions	Variable name	Description	Direction	Weight	Source	Year(s)
Socioeconomic Inequality (40% of Composite)	Residents of color (%) and Hispanic residents %	Majority nonwhite neighborhoods have access to 44% less acreage compared to majority white neighborhoods. ¹	High values <u>most</u> vulnerable	15	Esri Table Code: RACEBASECY Table Description: 2024 Population by Race	2024
	Limited English-speaking households (%)	Limited English speakers experience additional barriers when accessing resources, including parks. ²	High values <u>most</u> vulnerable	14	American Community Survey 5-year Estimates Table Code: ACSLANGBAS Table Description: 2018-2022 Population age 5+ by Language Spoken at Home	2018-2022
	Population over age 64 (%)	Parks are a key tool for supporting older adults by delivering physical and mental health benefits and opportunities for social connection. ³	High values <u>most</u> vulnerable	14	Esri Table Code: SENIORCY Table Description: 2024 Senior Population (age 65+)	2024
	Population under age 18 (%)	Access to parks and recreation can address a variety of chronic illnesses among youth and teens, while fostering a lifelong connection to the outdoors and physical activity. ⁴	High values <u>most</u> vulnerable	14	Esri Table Code: CHILD_CY Table Description: 2024 Child Population (age <18)	2024

¹ [The Cities Where People of Color Can Walk to a Park - Bloomberg](#)

² [EJI Indicators: Social Vulnerability Module | Place and Health - Geospatial Research, Analysis, and Services Program \(GRASP\) | ATSDR](#)

³ [Parks and Recreation Supports Older Adults | Research | Parks & Recreation Magazine | NRPA](#)

⁴ [Parks and Healthy Kids | Fact Sheets | Parks and Health | National Recreation and Park Association](#)

	Median household income	Low-income communities have access to 42% less park acreage than high-income neighborhoods. ⁵	High values <u>least</u> vulnerable	14	Esri Table Code: MEDHINC_CY Table Description: 2024 Median Household Income	2024
	Less than high school diploma	Access to green space has been shown to improve educational outcomes. ⁶	High values <u>most</u> vulnerable	14	Esri Table Code: EDUCBASECY Table Description: 2024 Educational Attainment	2024
	Households with no access to a vehicle* (%)	The Transportation Access to Park study focuses on households with no access to a vehicle.	High values <u>most</u> vulnerable	15	American Community Survey 5-year Estimates Table Codes: ACSOVEH0 and ACSRVEH0 Table Descriptions: 2018-2022 Owner Households with No Vehicles and 2018-2022 Renter Households with No Vehicles	2018-2022
Health Disparities (40% of Composite)	Prevalence of coronary heart disease	The ability to walk to a park has proven benefits on heart health. ⁷	High values <u>most</u> vulnerable	14	CDC Places (2024 release) Variable Name: Crude prevalence of	2024

⁵ [The Cities Where People of Color Can Walk to a Park - Bloomberg](#)

⁶ [The Science of Concentration: How Green Spaces Can Improve Student Focus – ECOgardener](#)

⁷ [For green spaces to be most beneficial to health, they need to be walkable | American Heart Association](#)

	among adults*				coronary heart disease among adults	
	Prevalence of current asthma among adults *	Frequent visits to green spaces reduced the use of prescription drugs for asthma, depression, anxiety, insomnia, and high blood pressure. ⁸	High values <u>most</u> vulnerable	14	CDC Places (2024 release) Variable Name: Crude prevalence of current asthma among adults	2024
	Prevalence of physical inactivity among adults *	Physical activity rates are higher among people who have more access to open green spaces. ⁹	High values <u>most</u> vulnerable	15	CDC Places (2024 release) Variable Name: Crude prevalence of physical inactivity among adults	2024
	Prevalence of mental health not good for >=14 days among adults*	Frequent visits to green spaces reduced the use of prescription drugs for asthma, depression, anxiety, insomnia, and high blood pressure. ¹⁰	High values <u>most</u> vulnerable	15	CDC Places (2024 release) Variable Name: Crude prevalence of frequent mental distress among adults	2024
	Disability	People with disabilities experience additional barriers to accessing parks.	High values <u>most</u> vulnerable	14	CDC Places (2024 release) Variable Name: Crude prevalence of any disability among adults	2024
	Prevalence of diagnosed diabetes among adults *	People exposed to green spaces in their neighborhood have a reduced risk of developing Type 2 diabetes. ¹¹	High values <u>most</u> vulnerable	14	CDC Places (2024 release) Variable Name: Crude prevalence of diagnosed	2024

⁸ [Frequent Visits to Green Spaces Linked to Lower Use of Asthma Medication, Study Finds](#)

⁹ [Parks, Recreation and Green Spaces | Active People, Healthy Nation | Physical Activity | CDC](#)

¹⁰ [Frequent Visits to Green Spaces Linked to Lower Use of Asthma Medication, Study Finds](#)

¹¹ [Green Space Exposure Association with Type 2 Diabetes Mellitus, Physical Activity, and Obesity: A Systematic Review - PMC](#)

					diabetes among adults	
	Low Life Expectancy*	People with more access to green spaces live 2.5 years longer on average. ¹²	High values <u>most</u> vulnerable	14	EPA EJScreen (Version 2.3)/USALEEP	2015
<i>Environmental Burden (20% of Composite)</i>	High incidence of urban heat exposure (afternoon high temp)	Green spaces are important places of refuge from urban heat and they contribute to overall cooling.	High values <u>most</u> vulnerable	15	RTC – Heat Exposure Raster	2021
	PM 2.5 Particulate Matter rates	Green spaces have the potential to significantly decrease PM 2.5 concentration. ¹³	High values <u>most</u> vulnerable	14	EPA EJScreen (Version 2.3)/ EPA’s Office of Air Quality Planning and Standards (OAQPS)	2020
	Ozone	Vegetation may reduce ozone levels by absorbing and trapping ozone precursors and pollutants. ¹⁴	High values <u>most</u> vulnerable	15	EPA EJScreen (Version 2.3)/ EPA’s Office of Air Quality Planning and Standards (OAQPS)	2020
	Nitrogen Dioxide (NO2)	Adding green space and providing alternatives to car travel can reduce NO2 levels. ¹⁵	High values <u>most</u> vulnerable	14	EPA EJScreen (Version 2.3)/ NASA’s Health and Air Quality Applied Sciences Team (HAQAST)	2020
	Diesel particulate matter	Reducing car travel will lead to a reduction in diesel particulate emissions, which have negative impacts on human and environmental health. ¹⁶	High values <u>most</u> vulnerable	14	EPA EJScreen (Version 2.3)/ EPA’s Office of Air Quality Planning and Standards (OAQPS)	2020

¹² [How living near green spaces can extend your lifespan – Deseret News](#)

¹³ [The impact of greenspace on air pollution: Empirical evidence from China - ScienceDirect](#)

¹⁴ [How effective is ‘greening’ of urban areas in reducing human exposure to ground-level ozone concentrations, UV exposure and the ‘urban heat island effect’? An updated systematic review | Environmental Evidence | Full Text](#)

¹⁵ [Urban green spaces and Car Free day: can parks help purify our air? | Airscan](#)

¹⁶ [Learn About Impacts of Diesel Exhaust and the Diesel Emissions Reduction Act \(DERA\) | US EPA](#)

	Toxic Release to Air	Toxic air pollutants pose serious health risks that disproportionately impact dense urban areas, low-income neighborhoods, Tribal populations, and communities of color. ¹⁷	High values <u>most</u> vulnerable	14	EPA EJScreen (Version 2.3)/ EPA's RSEI Geographic Microdata.	2021
	National Walkability Index	Areas with lower walkability scores will be prioritized for access improvements.	High values <u>least</u> vulnerable	14	EPA National Walkability Index (June 2021 release)	2021

**Data available at the tract level will be apported to census block level, based on block group population weight.*

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¹⁷ [About Urban Air Toxics | US EPA](#)

PARK GAPS METHODOLOGY

Park Gaps are areas that have incomplete access or no access to parks as defined in the Transportation Access to Parks Study (TAP Study).

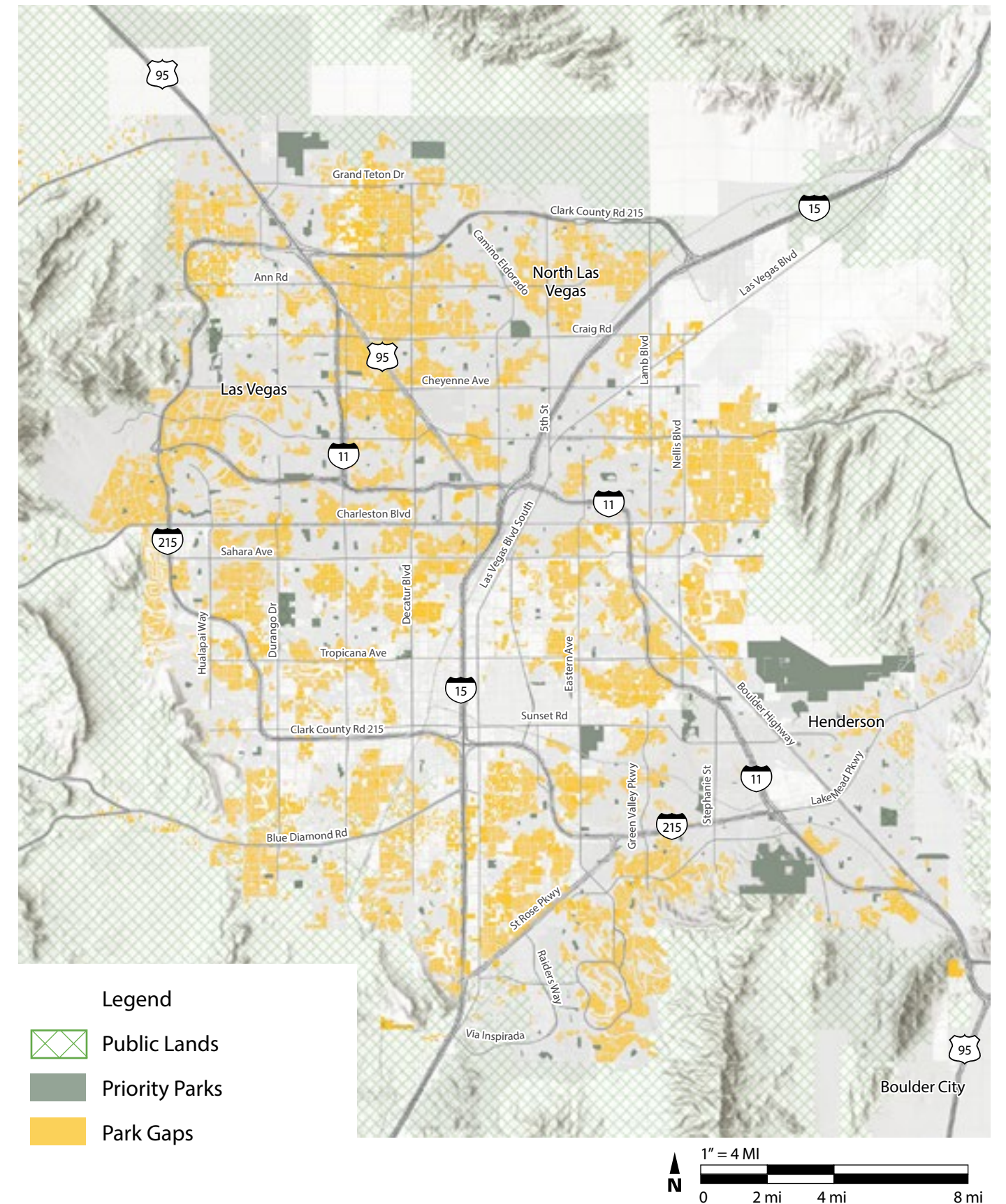
Park Gaps meet one of the following criteria:

1. Residential areas without access to an Everyday Park within a 10-minute walk;
2. Residential areas without access to a Destination Park or Outdoor Experience Park within a 30-minute transit ride;
3. Residential areas without access to any Priority Park as defined in (1) or (2).

The composite Park Gap areas (Figure 5) show the combined residential gap areas based on an intersection of the walkshed and transit analysis conducted in ArcGIS Pro.

Thorough groundtruthing of Park Gap areas was not included in this phase of the TAP study. Park Gap areas will shift over time following changes in the sidewalk and road network and as parks are developed and/or renovated. Groundtruthing the Park Gap areas identified in this phase of the TAP study should be completed prior to capital project planning.

Figure 5: Park Gaps

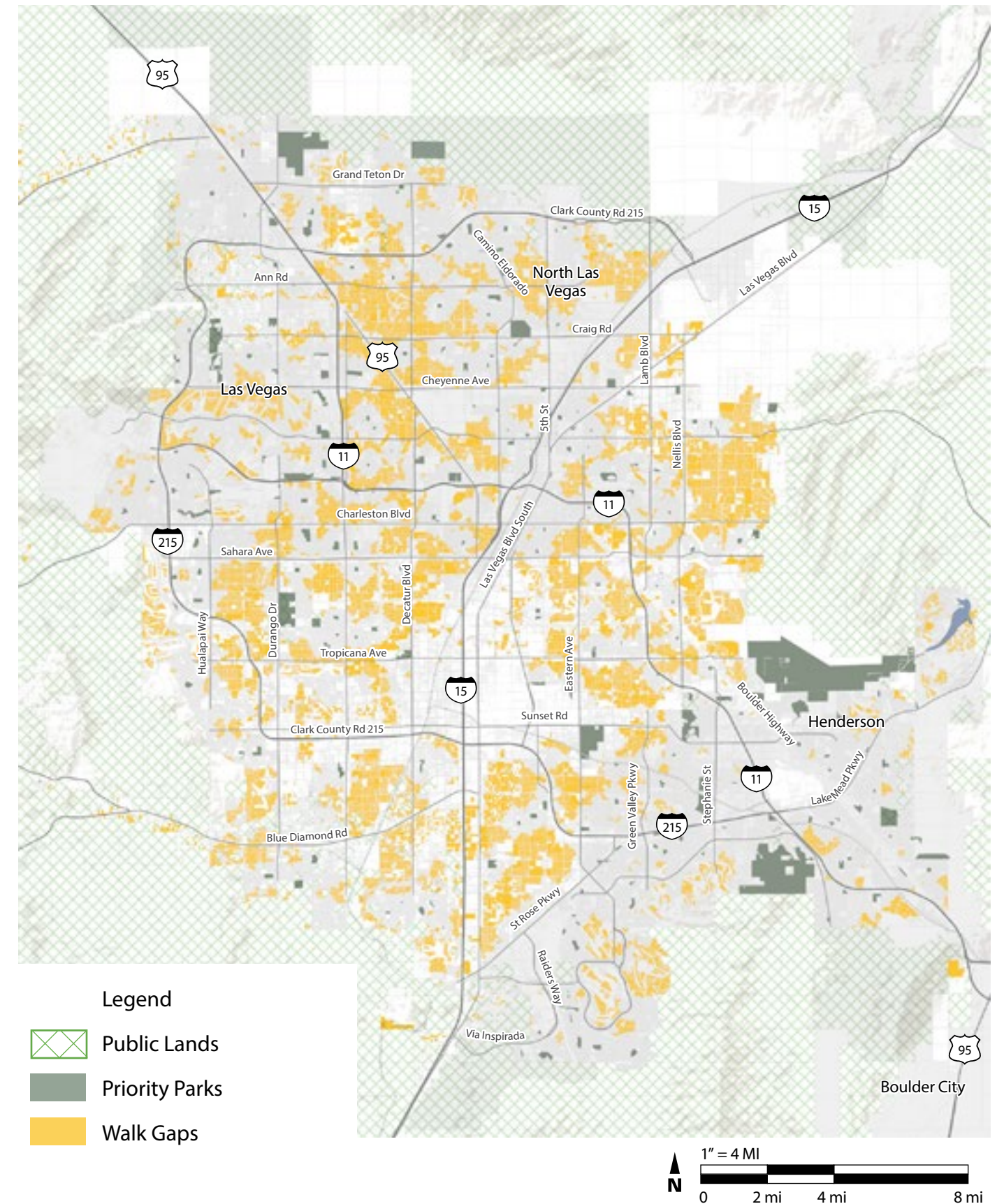


WALKSHED ANALYSIS

Objective: To identify residential areas without access to an Everyday Park within a 10-minute walk.

1. Approximate entrances to Everyday Parks using the Generate Points Along Line geoprocessing tool based on a 0.25-mile distance along the park perimeter.
2. Use parcel data provided by RTC to select and delete entrance points that border privately owned land so only entrance points along a right-of-way remain.
3. Use Esri Network Analyst in ArcGIS Pro to generate a 10-minute walk service area based on a walking speed of 3 miles per hour. The street network for pedestrians was created using Open Street Map data provided within the Network Analyst toolkit. Within the Esri tool, the following restrictions were selected: Avoid Private Roads, Avoid Roads Unsuitable for Pedestrians, Use Preferred Routes for Pedestrians. Obstruction data provided by the Regional Transportation Commission (RTC) was used as a custom barrier.
4. Use land use data provided by the Regional Transportation Commission of Southern Nevada (RTC) to identify residential areas outside of the 10-minute walk service area.
5. Residential areas that are not included in the service area are considered Walk Gap areas (Figure 6).

Figure 6: Walk Gaps



TRANSIT ANALYSIS

Objective: To identify residential areas without access to a Destination Park or an Outdoor Experience Park within a 30-minute transit ride.

1. Approximate entrances to Destination Parks using the Generate Points Along Line geoprocessing tool based on a 0.25-mile distance along the park perimeter.
2. Use parcel data provided by RTC to select and delete entrance points that border privately owned land so only entrance points along a right-of-way remain.
3. Use trailheads and parking lots to approximate entry points for Outdoor Experience Parks.
4. Create a custom network dataset using General Transit Feed Specification (GTFS) timetable data and transit stop, frequency, and street centerline data provided by RTC. Only RTC bus routes meeting the TAP study definition of “frequent transit” were included. The Python script sample (Figure 7) includes other parameters from the transit service area modeling.
5. Run analysis for a 30-minute transit ride using four scenarios: weekday morning (8 am), weekday evening (5 pm), weekend morning (8 am), weekend evening (5 pm). The 30-minute transit time includes walk time to a transit stop based on a walking speed of 3 miles per hour with no maximum walking distance.
6. Use land use data provided by the Regional Transportation Commission of Southern Nevada (RTC) to identify residential areas outside of the 30-minute transit service area.
7. Residential areas that are not included in the service area for any of the time scenarios are considered Transit Gap areas (Figure 8). These gaps were identified using the Merge and Dissolve geoprocessing tool to combine the boundaries for all four service areas. To identify Transit Gaps areas for a “worst-case” analysis (i.e., to identify residential areas that are not included in all four of the time scenarios), use the Union geoprocessing tool.

8. Repeat steps (1-7) using only Outdoor Experience Parks and a one-hour transit time to identify areas without access to Outdoor Experience Parks (Figure 9).

Figure 7: Transit Analysis Python Script Sample

```

Connectivity:
Policies:
  LineVariantElements edges use End Point connectivity policy.
  StopConnectors edges use End Point connectivity policy.
  Streets edges use End Point connectivity policy.
  Stops junctions use Honor connectivity policy.
  StopsOnStreets junctions use Override connectivity policy.
Groups:
1.
  Edges: Streets
  Junctions: StopsOnStreets
2.
  Edges: StopConnectors
  Junctions: Stops, StopsOnStreets
3.
  Edges: LineVariantElements
  Junctions: Stops

Travel Attributes:
Travel Modes:
  Default Travel Mode: Public transit time
  Travel Mode: Public transit time
  Description: Models a pedestrian walking on streets and taking public
transit
Type: OTHER
Uses Costs:
  Impedance: PublicTransitTime
  Parameter Values:
    Exclude lines (string):
    Exclude modes (string):
    Exclude runs (string):
    Traveling with a bicycle (bool): false
    Traveling with a wheelchair (bool): false
  Distance Cost: Length
Uses Restrictions:
  PedestrianRestriction: Prohibited
  Allowed U-Turns: All
Travel Mode: Public transit time with wheelchair
Description:
  Models a traveler with a wheelchair using streets and public transit
Type: OTHER
Uses Costs:
  Impedance: PublicTransitTime
  Parameter Values:
    Exclude lines (string):
    Exclude modes (string):
    Exclude runs (string):
    Traveling with a bicycle (bool): false
    Traveling with a wheelchair (bool): true
  Distance Cost: Length
Uses Restrictions:
  PedestrianRestriction: Prohibited
  WheelchairRestriction: Prohibited
  Allowed U-Turns: All
Costs:
  Cost: PublicTransitTime
  Units: Minutes
  Data Type: double
  Default Parameter Values:
    Exclude lines (string):
    Exclude modes (string):
    Exclude runs (string):
    Traveling with a bicycle (bool): false
    Traveling with a wheelchair (bool): false
  Used By Travel Modes:
  Impedance:
  Public transit time
  Travel Mode Parameter Values:
    Exclude lines (string):
    Exclude modes (string):
    Exclude runs (string):
    Traveling with a bicycle (bool): false
    Traveling with a wheelchair (bool): false

Public transit time with wheelchair
Travel Mode Parameter Values:
  Exclude lines (string):
  Exclude modes (string):
  Exclude runs (string):
  Traveling with a bicycle (bool): false
  Traveling with a wheelchair (bool): true
Uses Attributes:
  WalkTime
Evaluators:
  LineVariantElements (Bi-Directional): Public Transit
  Streets (Bi-Directional): Function
  Value: WalkTime * 1
Cost: WalkTime
Units: Minutes
Data Type: double
Default Parameter Values:
  Walk speed (miles per hour): 3
Uses Attributes:
  Length
Used By Attributes:
  PublicTransitTime
Evaluators:
  Streets (Bi-Directional): Function
  Value: Length / Walk speed (miles per hour)
Cost: Length
Units: Meters
Data Type: double
Used By Travel Modes:
  Distance Cost:
  Public transit time
  Public transit time with wheelchair
Used By Attributes:
  WalkTime
Evaluators:
  LineVariantElements (Bi-Directional): Field Script (Python)
  Value: !Shape!
  StopConnectors (Bi-Directional): Field Script (Python)
  Value: !Shape!
  Streets (Bi-Directional): Field Script (Python)
  Value: !Shape!
Restrictions:
  Restriction: PedestrianRestriction
  Default Usage: Prohibited
  Used By Travel Modes:
  Public transit time: Prohibited
  Public transit time with wheelchair: Prohibited
Evaluators:
  Streets (Bi-Directional): Field Script (Python)
  Restrict Where: !RstPeds! == "Y"
Restriction: WheelchairRestriction
Default Usage: Prohibited
Used By Travel Modes:
  Public transit time with wheelchair: Prohibited
Evaluators:
  StopConnectors (Bi-Directional): Field Script (Python)
  Restrict Where: isRestricted(!GWheelchairBoarding!)
Code Block:
def isRestricted(val):
  if val == 2:
    # The stop is explicitly NOT wheelchair
    # accessible, so the edge is restricted
    return True
  elif val == 1:
    # The stop is explicitly wheelchair
    # accessible, so the edge is NOT restricted
    return False
  else:
    # If the value is 0, null, or any other
    # unrecognized value, assume the stop
    # is accessible and NOT restricted
    return False

```

Figure 8: Transit Gaps

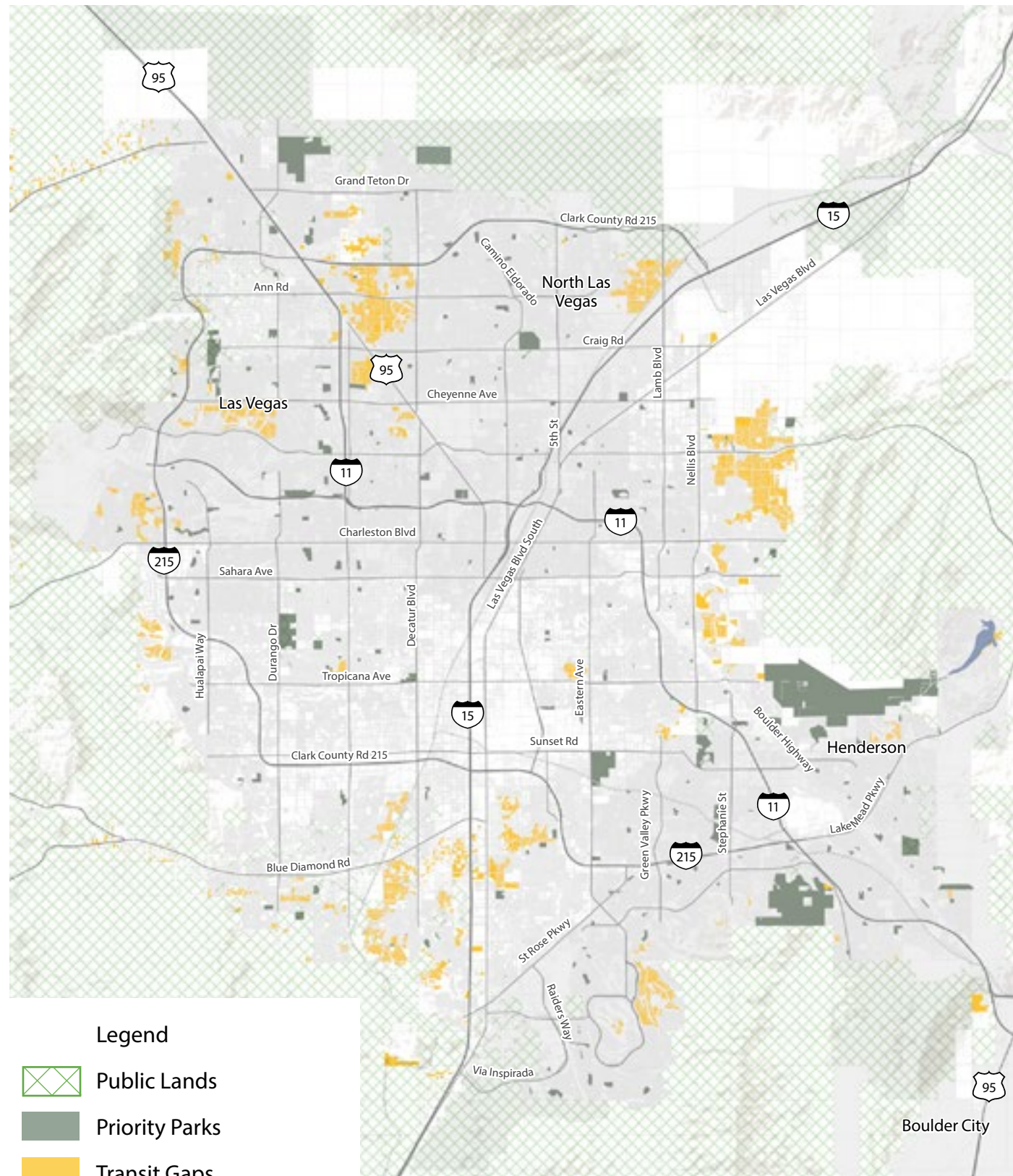
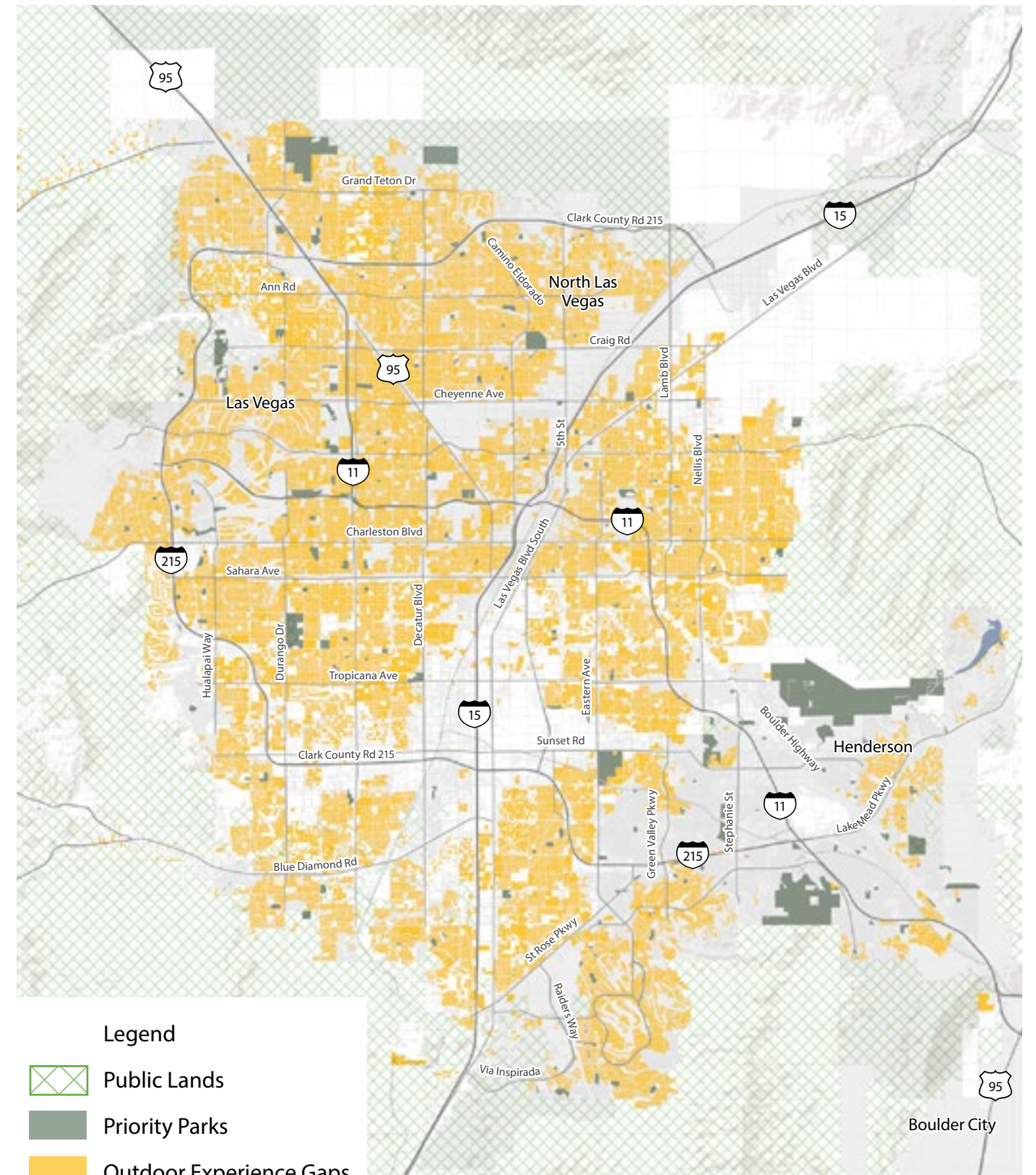


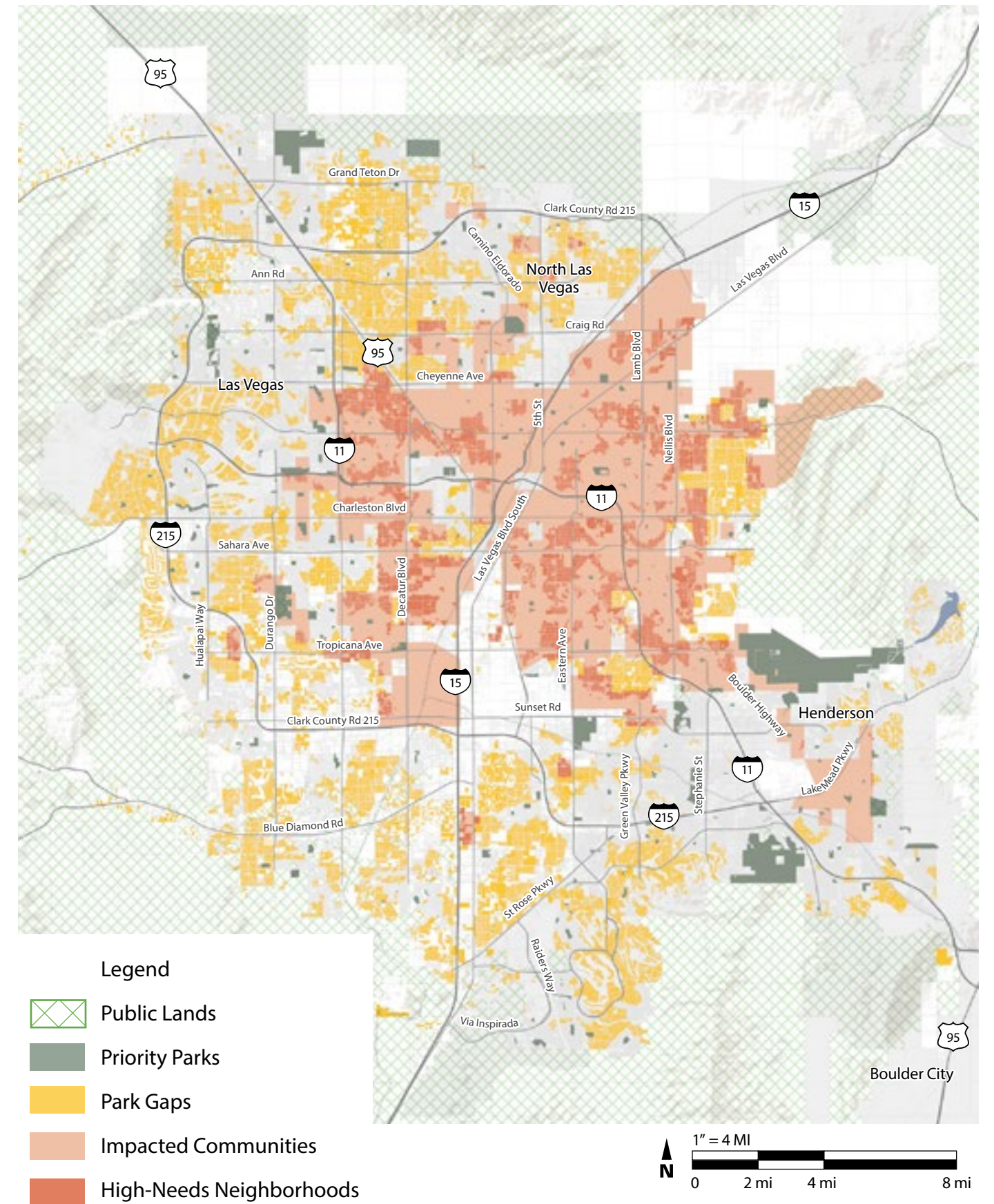
Figure 9: Outdoor Experience Gaps



HIGH-NEEDS NEIGHBORHOODS

High-Needs Neighborhoods (Figure 10) were identified by overlaying Medium-High and High Priority Impacted Communities with Park Gaps to find areas of intersecting need. Residential parcels in Park Gap areas that intersect with medium-high or high priority Impacted Communities are considered High-Needs Neighborhoods. Any parcel that intersects with medium-high or high priority Impacted Communities were considered High-Needs; i.e., there was no minimum overlap for a parcel to be considered High-Needs.

Figure 10: Outdoor Experience Gaps



PRIORITY DESTINATIONS

These parks were listed multiple times throughout the engagement process as examples of parks that are particularly important destinations. This list of parks was used to develop recommendations for which parks transportation improvements should connect to. It is included in the Appendix for reference.

Federal Lands

- Lake Mead
- Lake Mojave
- Red Rock Canyon National Conservation Area
- Spring Mountain National Recreation Area

State Parks

- Valley of Fire
- Big Bend of the Colorado

Destination Parks and Outdoor Experience Parks

- Craig Ranch Regional Park
- Nature Discovery Park
- Floyd Lamb Park at Tule Springs
- Gary Reese Freedom Park
- Kellogg-Zaher Sports Complex
- Centennial Hills Sports Park
- Lorenzi Park
- Heritage Park
- Heritage Greenway Park & Trails
- Bird Viewing Preserve
- Wetlands Park
- Hafen Park

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B.

SMALL AREA MAPS

CHAPTER CONTENTS

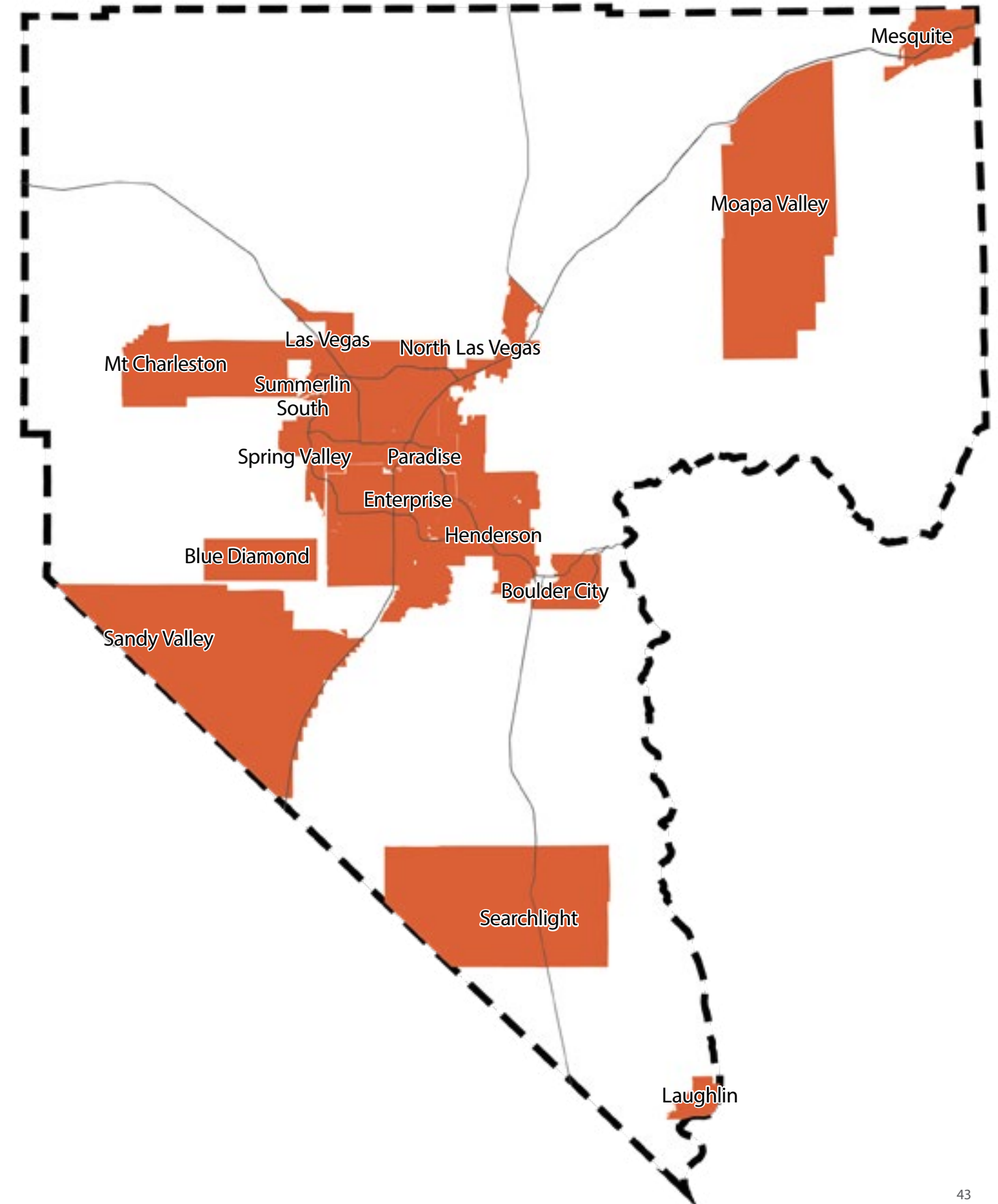
- Navigating the Small Area Maps
- Boulder City Maps
- City of Henderson Maps
- City of Las Vegas Maps
- City of Mesquite Maps
- City of North Las Vegas Maps
- Unincorporated Clark County Data Availability
- Blue Diamond Maps
- Enterprise Maps
- Laughlin Maps
- Moapa Valley Maps
- Mount Charleston/Kyle Canyon Maps
- Paradise/Winchester Maps
- Sandy Valley Maps
- Searchlight Maps
- Spring Valley Maps
- Summerlin South Maps
- Whitney/Sunrise Manor Maps

NAVIGATING THE SMALL AREA MAPS

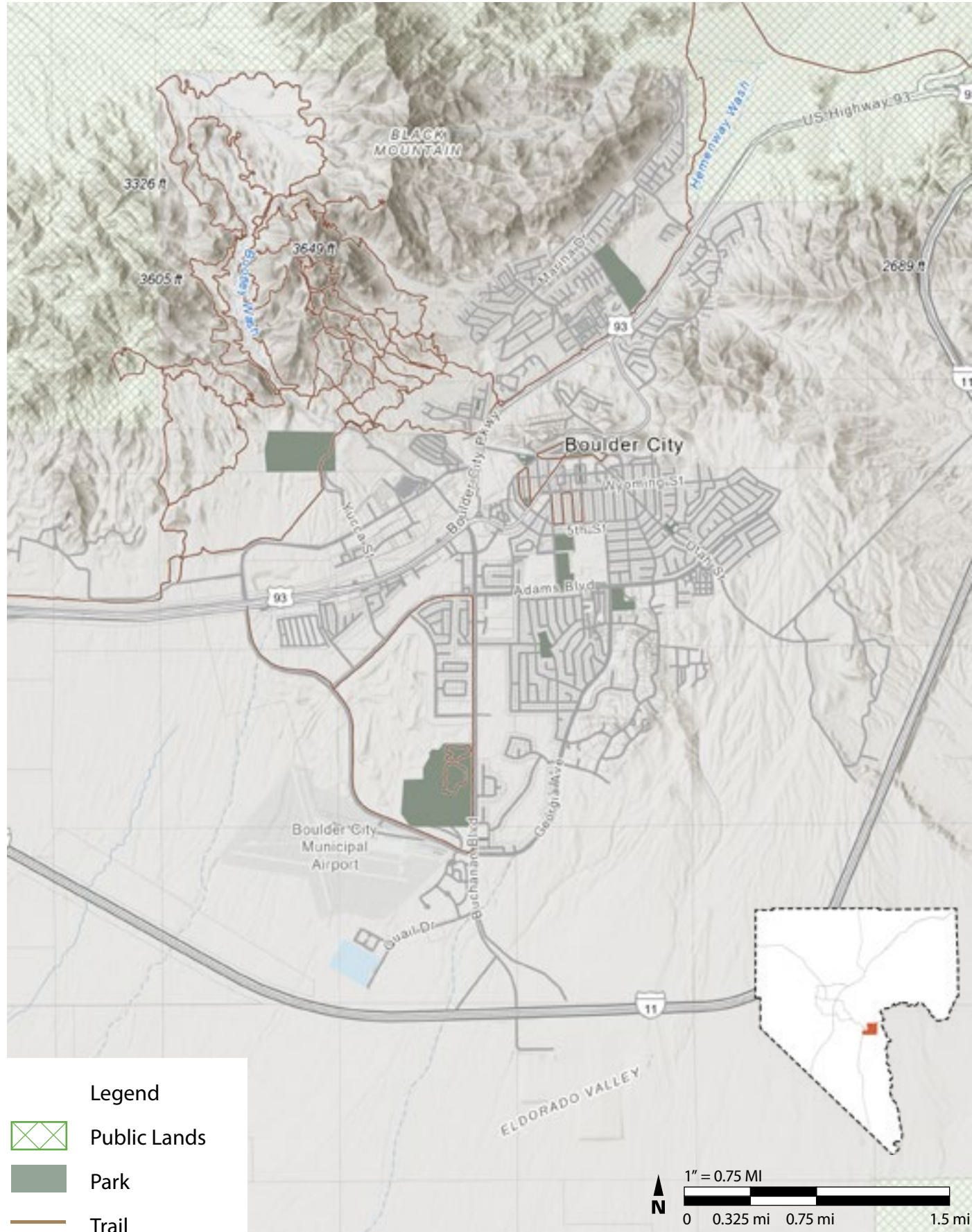
Enlargement maps are provided for the incorporated areas in Southern Nevada along with selected rural regions.

Each section includes a key map for reference that situates the enlargement within Clark County.

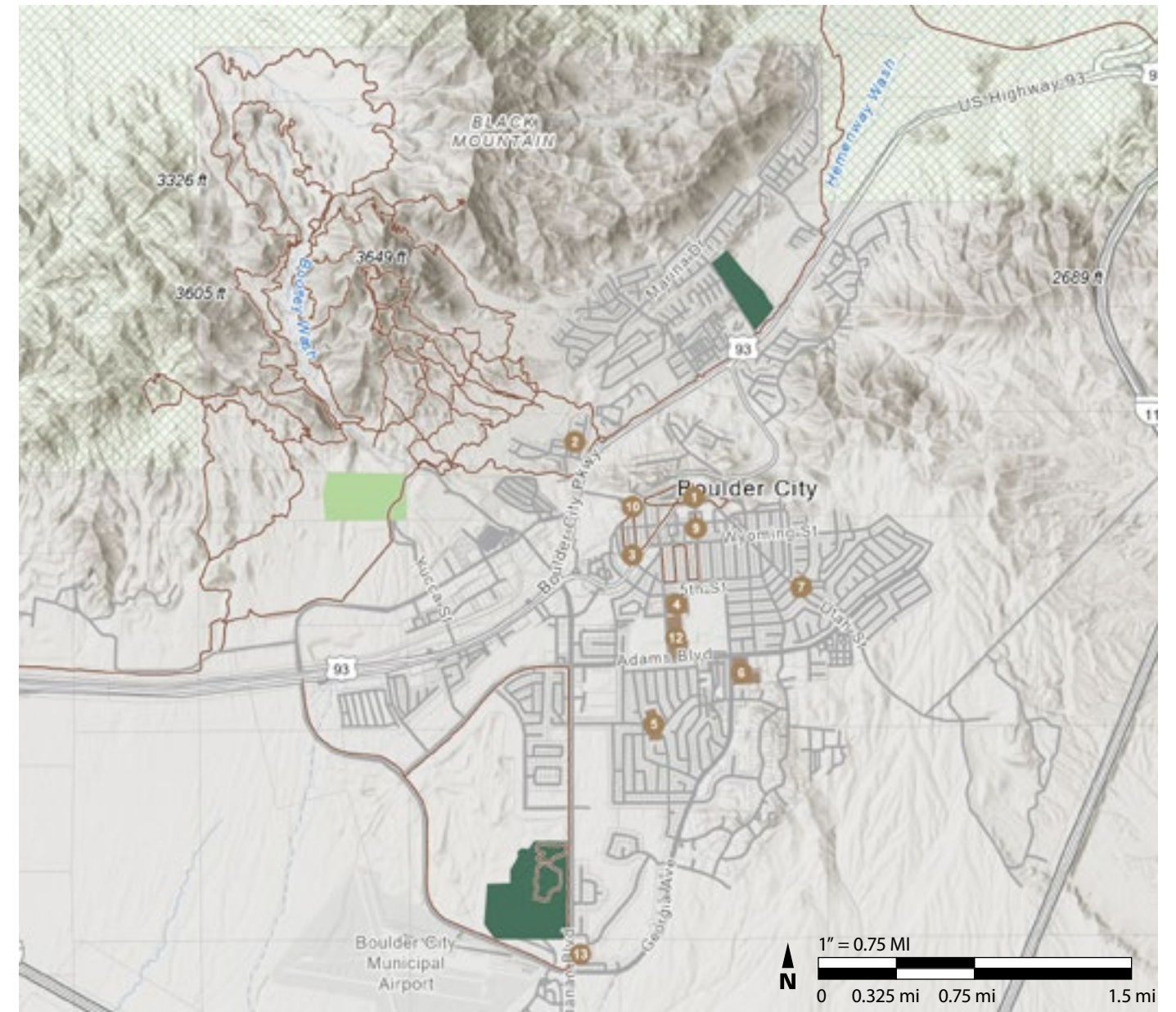
As part of the Transportation Access to Parks study process, the Regional Transportation Commission of Southern Nevada (RTC) collected and combined data from partner agencies represented in the Technical Advisory Committee (TAC). Differences in how data was reported and for which geographies resulted in limited data availability for rural regions. Therefore, some of the document maps are not available for each of the small areas. For more information, see “Unincorporated Clark County” on page 102.



BOULDER CITY | PARKS AND TRAILS

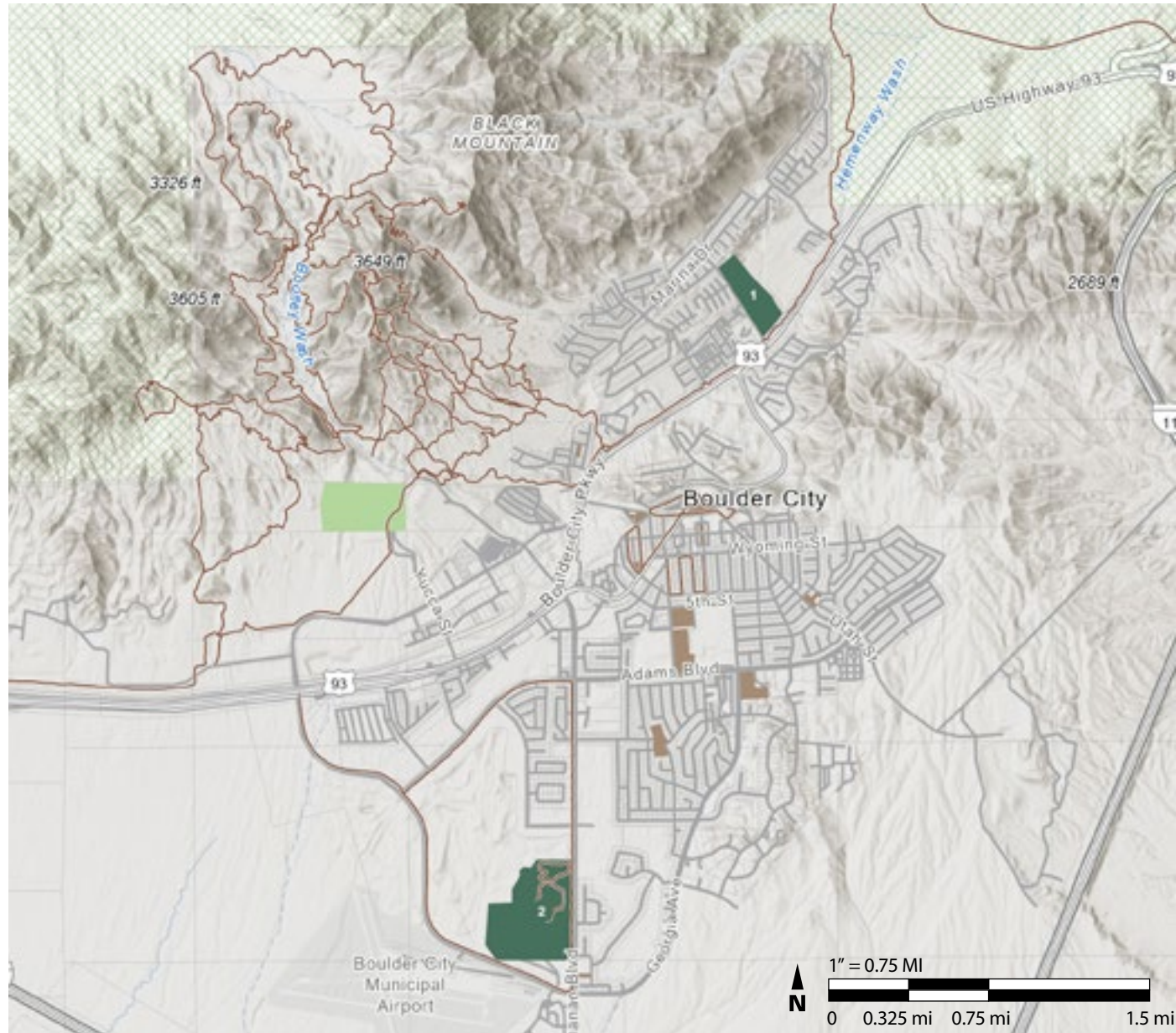


BOULDER CITY | EVERYDAY PARKS



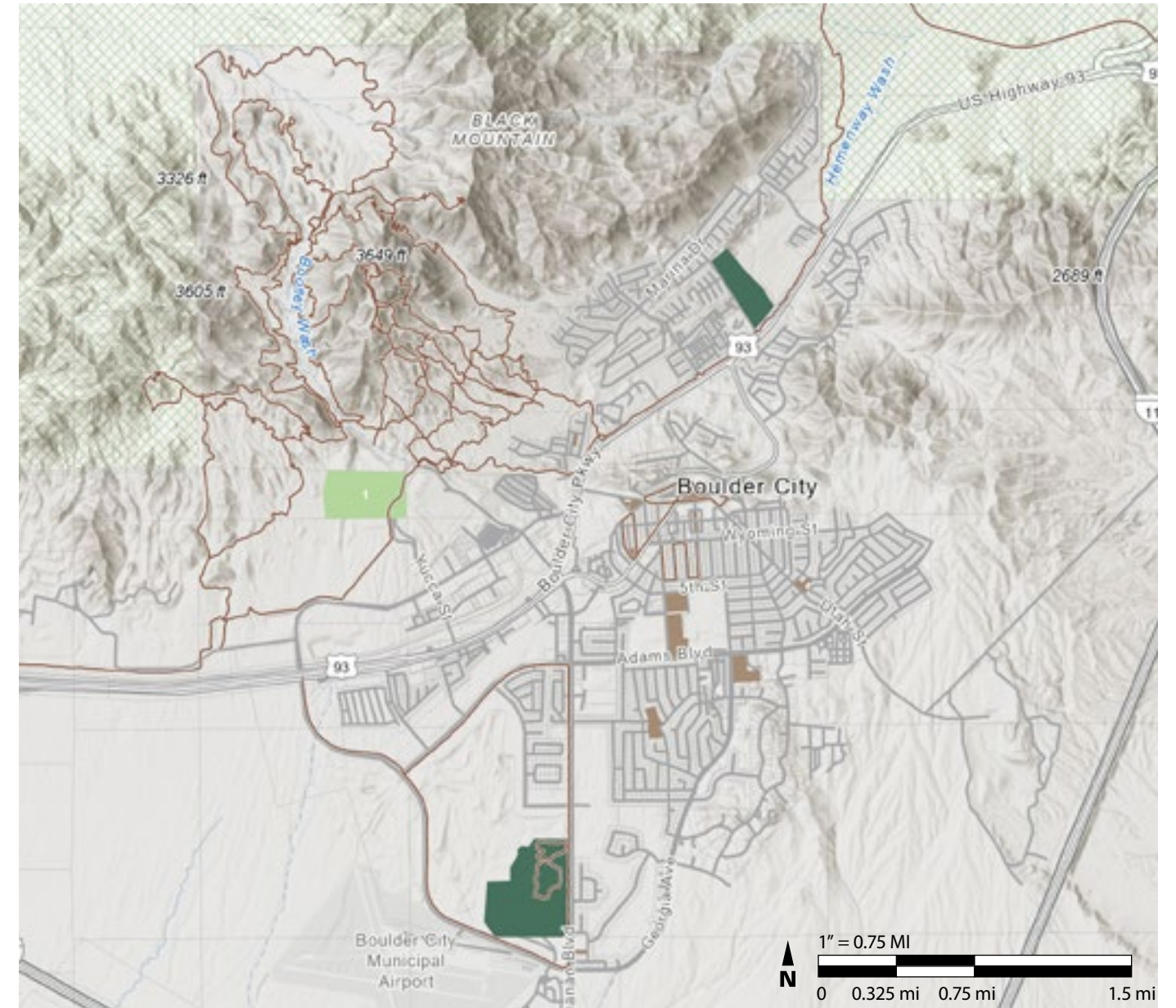
Legend		#	Name
	Public Lands	1	WILBUR SQUARE
	Everyday Parks	2	LAKEVIEW PARK
	Destination Parks	3	FRANK CROWE PARK
	Outdoor Experience Parks	4	BROADBENT MEMORIAL PARK
	Not Classified	5	OASIS PARK
	Trails	6	ABC PARK
		7	DEL PRADO PARK
		8	ESCALANTE PARK NORTH
		9	ESCALANTE PARK SOUTH
		10	REFLECTIONS CENTER PARK
		11	SUNDIAL PARK
		12	WHALEN PARK & BRAVO FIELD
		13	XEROSCAPE PARK

BOULDER CITY | DESTINATION PARKS



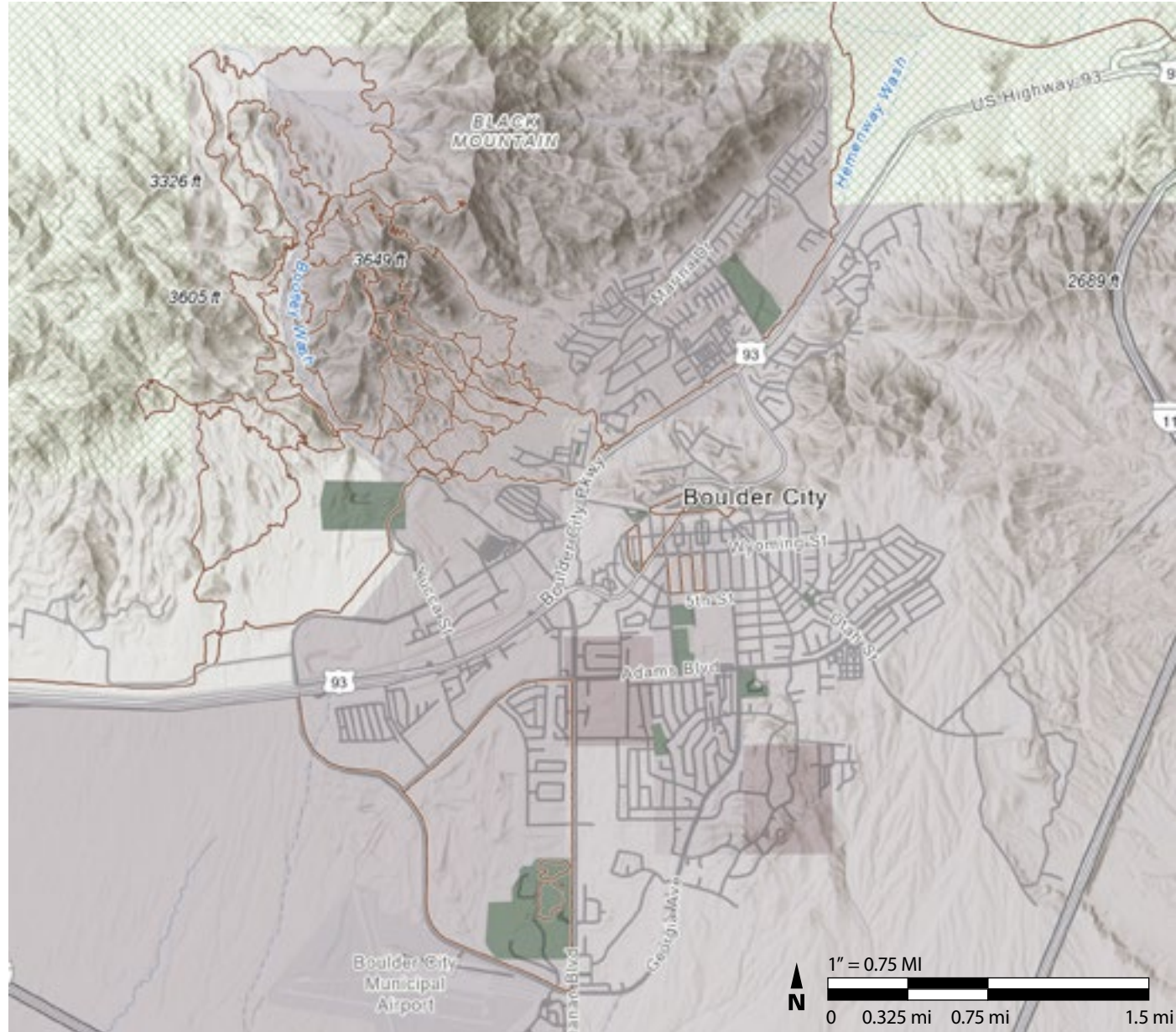
Legend	#	Name
	1	HEMENWAY VALLEY PARK
	2	VETERANS MEMORIAL PARK
		Destination Parks
		Outdoor Experience Parks
		Not Classified
		Trails

BOULDER CITY | OUTDOOR EXPERIENCE PARKS



Legend	#	Name
	1	BOOTLEG CANYON PARK
		Everyday Parks
		Destination Parks
		Outdoor Experience Parks
		Not Classified
		Trails

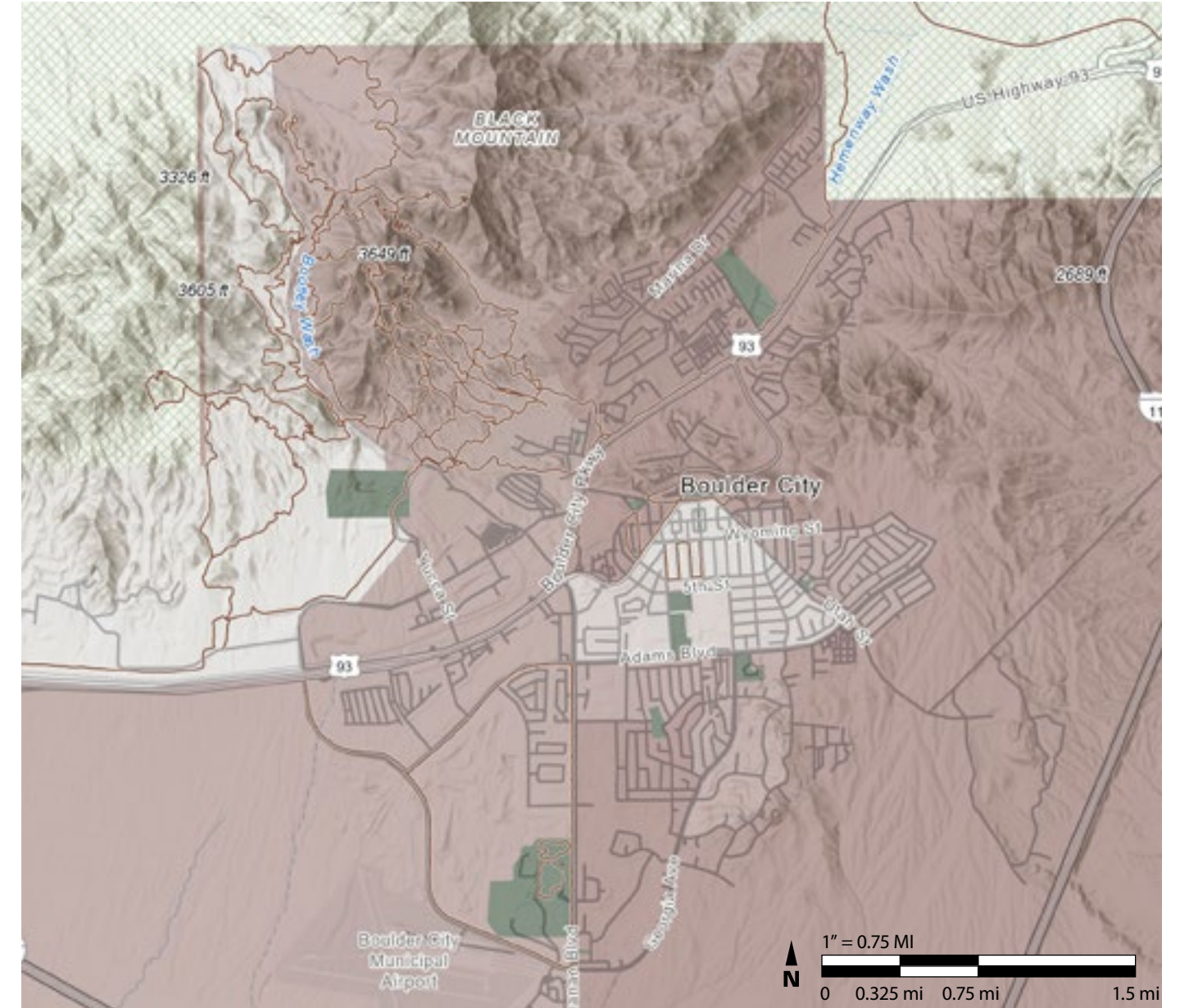
BOULDER CITY | IMPACTED COMMUNITIES



- Legend
- Public Lands
 - Parks
 - Least Impacted
 -
 -
 - Most Impacted

There are no areas in Boulder City that were flagged as medium-high or high priority Impacted Communities, but several areas were identified as moderate priority Impacted Communities. This includes areas within the rough boundaries of Buchanan Boulevard to the west, Boulder City Golf Course to the south, Martha P King Elementary School to the east, and Del Ray Drive to the north, as well as areas southeast of Georgia Avenue.

BOULDER CITY | PEDESTRIAN IMPROVEMENTS



- Legend
- Public Lands
 - Parks
 - Lowest Priority
 -
 -
 - Highest Priority

Boulder City is most walkable in the center of the city, south of Nevada Way and north of Adams Boulevard between I-93 and Utah Street. Outside of this core area, there is limited pedestrian infrastructure.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.


BOULDER CITY | TRAILS, BIKE PATHS, SIDEWALKS





Legend

 Urban Trails

 High-Comfort Bike Lanes

 Sidewalks

 Parks with Trail, Bike, or Sidewalk Access

 Parks without Trail, Bike, or Sidewalk Access

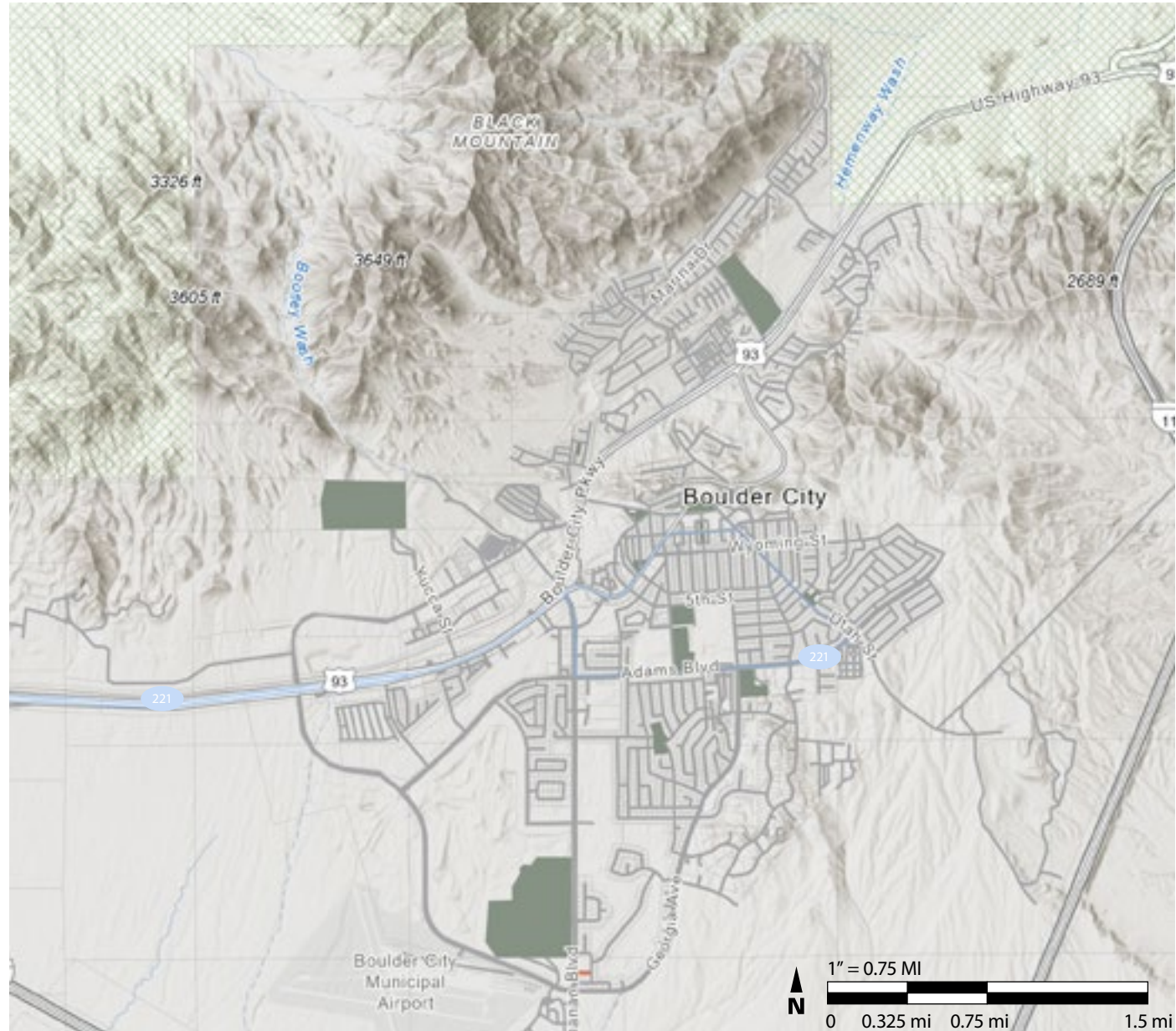
There are bike lanes throughout Boulder City that connect the city's parks to each other and to Outdoor Experience Parks in the northwest.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

BOULDER CITY | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	LAKEVIEW PARK
EVERYDAY PARK	FRANK CROWE PARK
EVERYDAY PARK	OASIS PARK
EVERYDAY PARK	ESCALANTE PARK NORTH
EVERYDAY PARK	REFLECTIONS CENTER PARK
EVERYDAY PARK	XEROSCAPE PARK

BOULDER CITY | FIXED-ROUTE BUS SERVICE



Legend

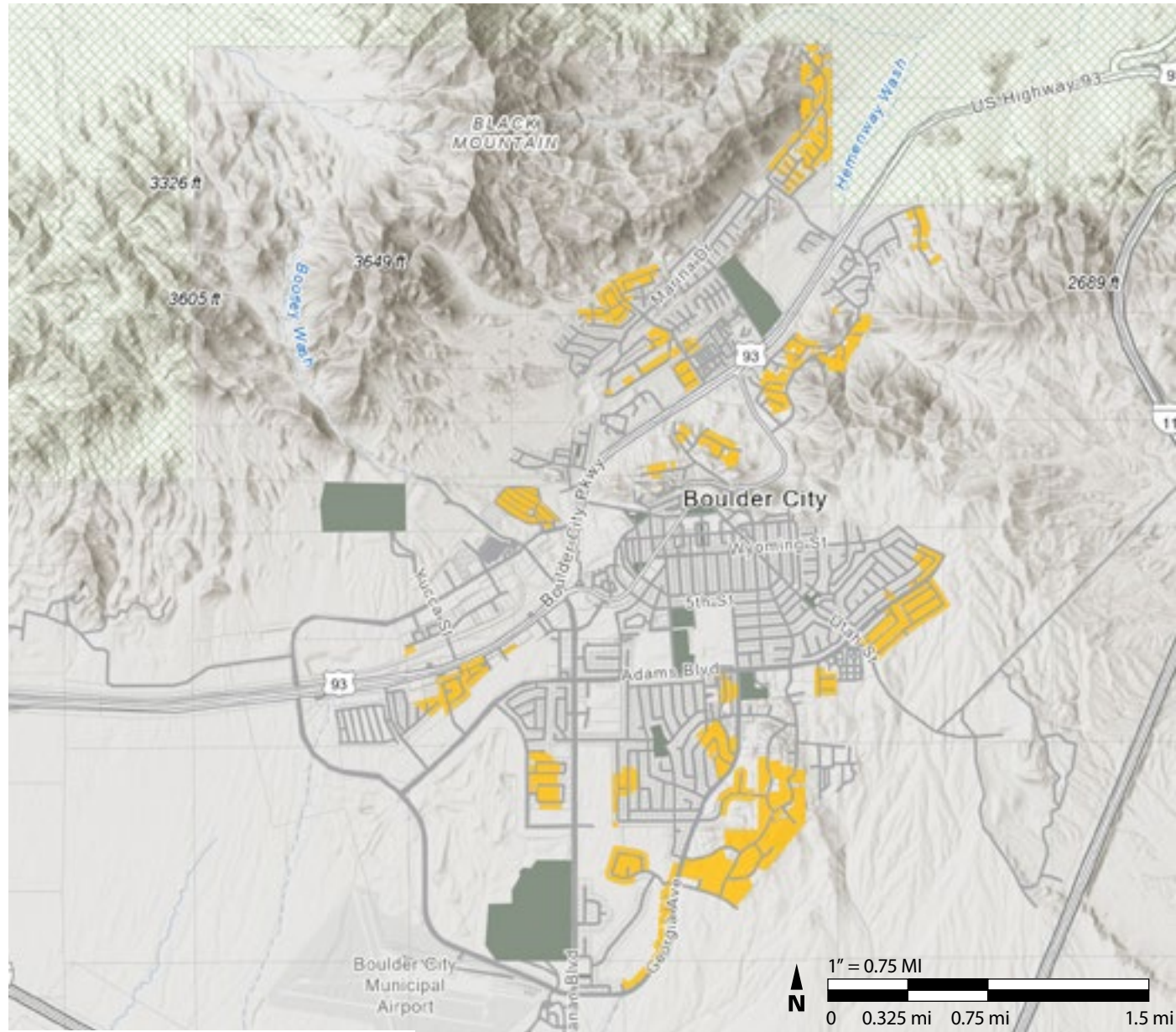
- Parks with bus service
- Parks without bus service
- Route Frequency
- 1x per hour

Boulder City is served by RTC Route 221. Only one park, Xeroscape Park, is further than 0.5 mile from a bus stop. However, Route 221 only runs one time per hour, so this is not considered a frequent transit connection.

BOULDER CITY | PARKS WITHOUT BUS SERVICE

Type	Name
EVERYDAY PARK	XEROSCAPE PARK

BOULDER CITY | PARK GAPS

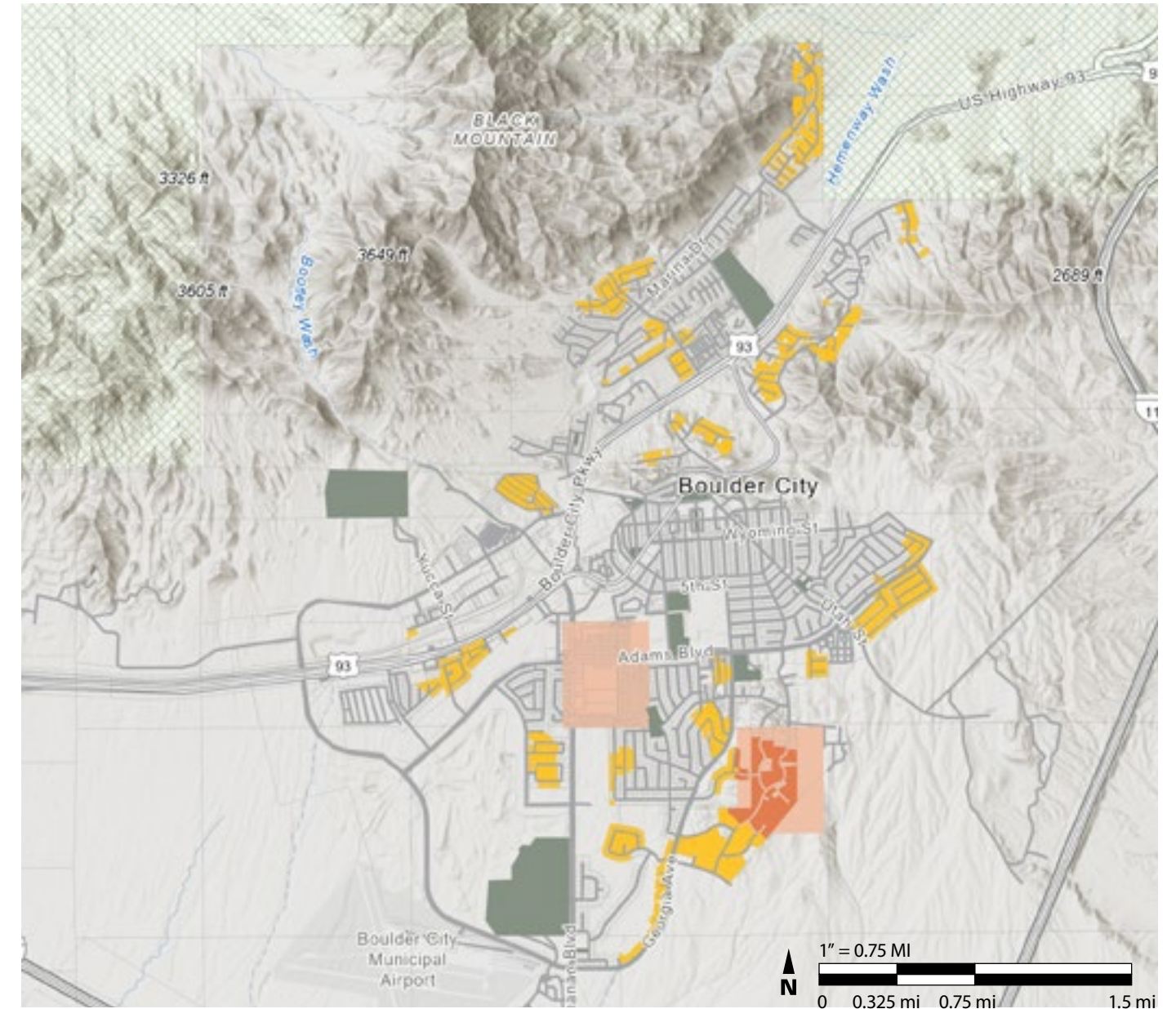






- Legend
-  Public Lands
 -  Priority Parks
 -  Trails
 -  Park Gaps

Park Gap areas in Boulder City include areas southeast of Georgia Ave, southeast of Adams Boulevard/Utah Street, north of Boulder City Parkway and south of I-93 and northeast of Nevada Way.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

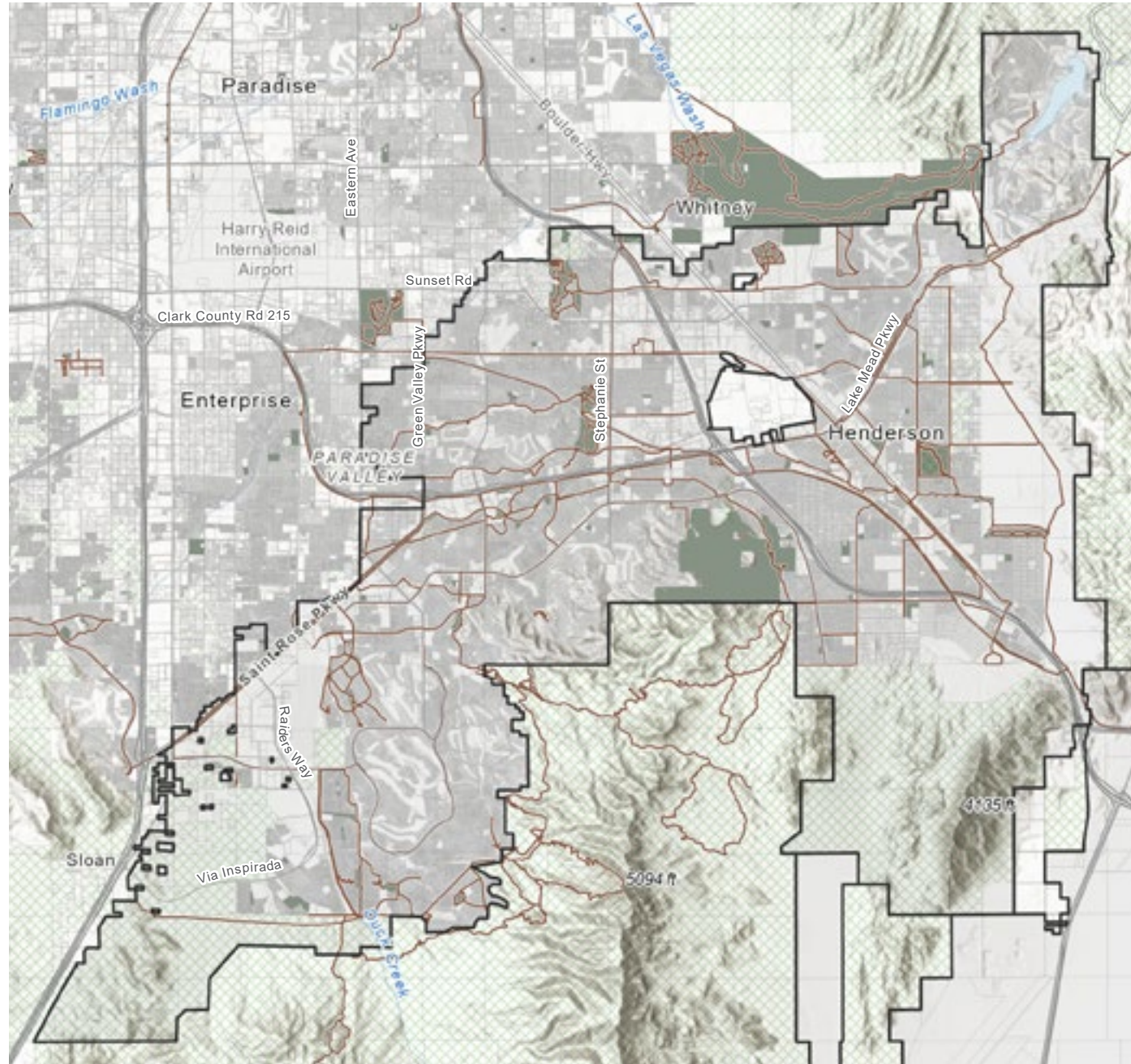
BOULDER CITY | HIGH-NEEDS NEIGHBORHOODS



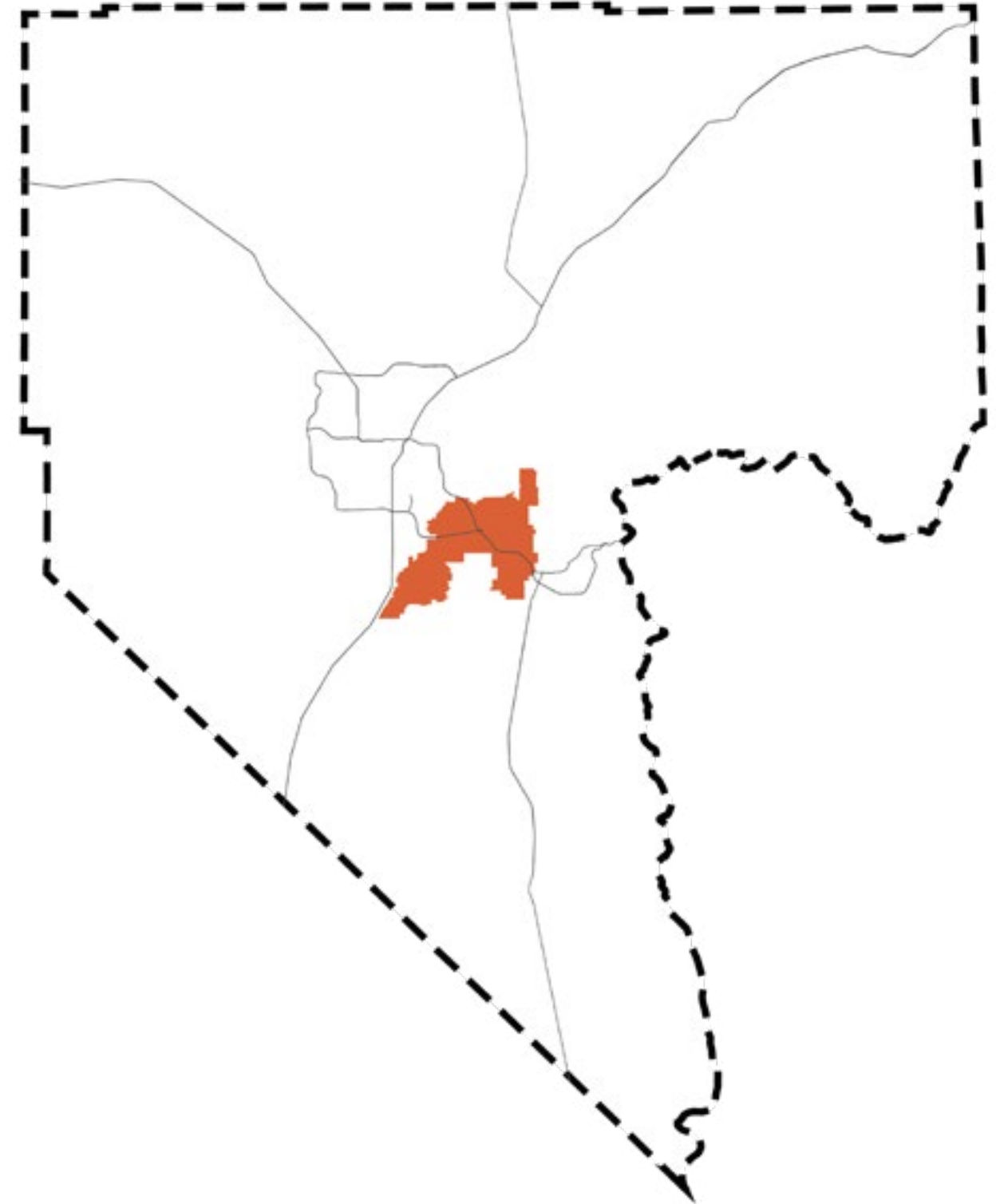
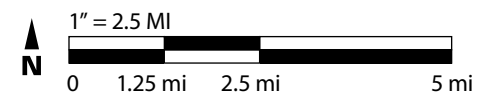
- Legend
-  High-Needs Neighborhoods
 -  Impacted Communities
 -  Residential Park Gaps
 -  Opportunity Zones

High-Needs Neighborhoods in Boulder City are concentrated southeast of Georgia Avenue.

HENDERSON | PARKS AND TRAILS

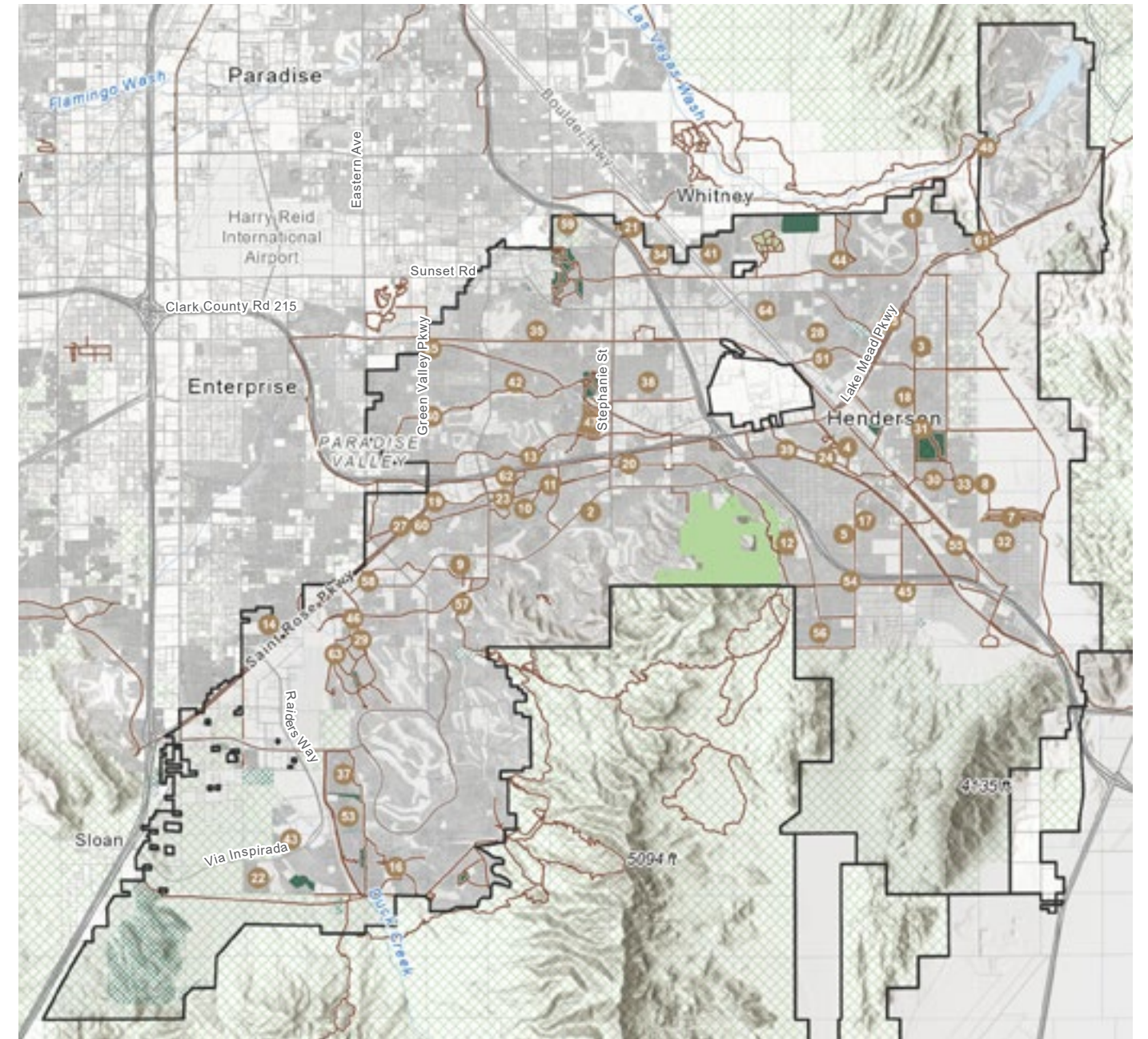


- Legend
- Public Lands
 - Park
 - Trail



HENDERSON | EVERYDAY PARKS

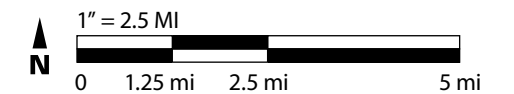
#	Name	#	Name
1	TUSCANY PARK	33	SAGUARO PARK
2	AMADOR VISTA PARK	34	UNION VILLAGE PARK
3	HAYLEY HENDRICKS PARK	35	FOX RIDGE PARK
4	WATER STREET PLAZA	36	DOWNTOWN RECREATION CENTER
5	O'CALLAGHAN PARK	37	SOLISTA PARK
6	SILVER SPRINGS OUTDOOR POOL	38	TRAIL CANYON PARK
7	EQUESTRIAN PARK SOUTH	39	BURKHOLDER PARK
8	EQUESTRIAN PARK NORTH	40	PECOS LEGACY PARK
9	HORIZON CREST PARK	41	RODEO PARK
10	DISCOVERY PARK	42	SILVER SPRINGS PARK
11	PASEO VERDE PARK	43	ATTESA PARK
12	HIDDEN FALLS PARK	44	WESTON HILLS PARK
13	MOUNTAIN VIEW PARK	45	MISSION HILLS PARK
14	AVELLINO PARK	46	ALLEGRO PARK
15	SILVER SPRINGS RECREATION CENTER	47	CORNERSTONE PARK
16	ESSELMONT PARK	48	TERRAZZA PARK
17	BLACK MOUNTAIN RECREATION CENTER	49	BMI POOL
18	PUMPKIN PARK	50	WELLS POOL
19	PASEO VISTA PARK	51	CITRINE SKY PARK
20	REUNION TRAILS PARK	52	BLACK MOUNTAIN AQUATIC COMPLEX
21	RUSSELL ROAD RECREATION COMPLEX	53	POTENZA PARK
22	INSPIRADA PARK	54	MCCULLOUGH VISTA PARK
23	HENDERSON MULTIGENERATIONAL CENTER	55	BOULDER CREEK PARK
24	DOWNTOWN PARK	56	PARADISE POINT PARK
25	DESERT PULSE PARK	57	SUNRIDGE PARK
26	BROWN JH SCHOOL PARK	58	DUNDEE JONES PARK
27	CACTUS WREN PARK	59	STEPHANIE LYNN CRAIG PARK
28	BLOOMING CACTUS PARK	60	SIENA HEIGHTS TRAILHEAD
29	PUCCINI PARK	61	MOUNTAIN LAKE PARK
30	ROADRUNNER PARK	62	DOS ESCUELAS PARK
31	CINNAMON RIDGE PARK	63	VIVALDI PARK
32	RIVER MOUNTAIN PARK	64	WELLS PARK
		65	GREEN VALLEY PARK



Legend

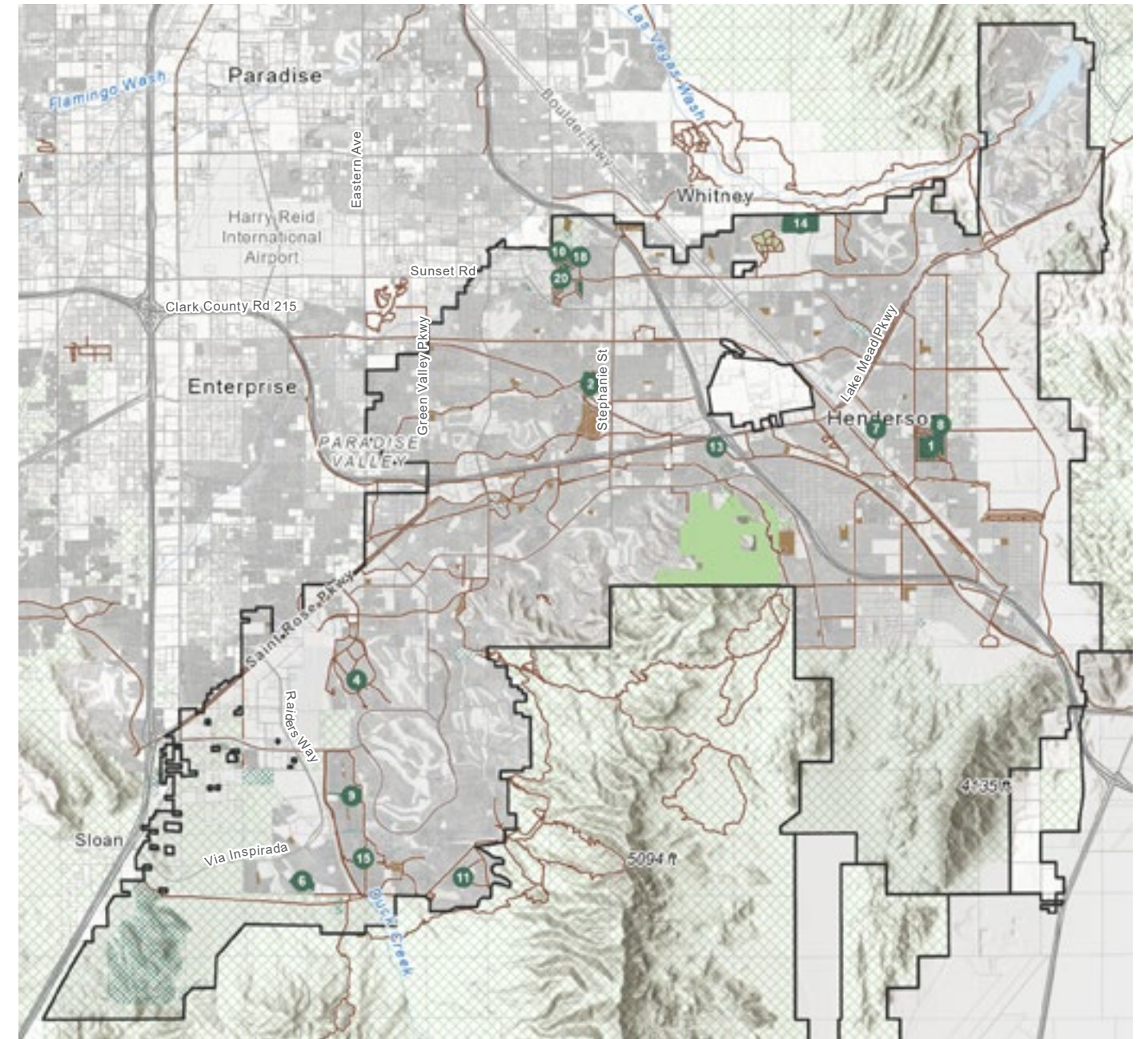
-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

Map depicts City of Henderson park inventory. Other jurisdictions' parks were included in access analysis.



HENDERSON | DESTINATION PARKS

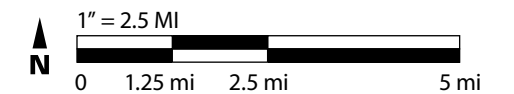
#	Name
1	HERITAGE PARK
2	ARROYO GRANDE SPORTS COMPLEX
3	WHITNEY RANCH ACTIVITY POOL
4	SONATA PARK
5	WHITNEY RANCH INDOOR POOL
6	MONTAGNA PARK
7	MORRELL PARK
8	HERITAGE PARK SENIOR FACILITY
9	CAPRIOLA PARK
10	WHITNEY MESA NATURE PRESERVE
11	MADEIRA CANYON PARK
12	HERITAGE PARK AQUATIC COMPLEX
13	ACACIA PARK
14	SPORTS PARK
15	AVENTURA PARK
16	BARK PARK AT HERITAGE PARK
17	VALLEY VIEW RECREATION CENTER
18	WHITNEY RANCH RECREATION CENTER
19	ACACIA DEMONSTRATION GARDENS
20	WHITNEY MESA RECREATION AREA



Legend

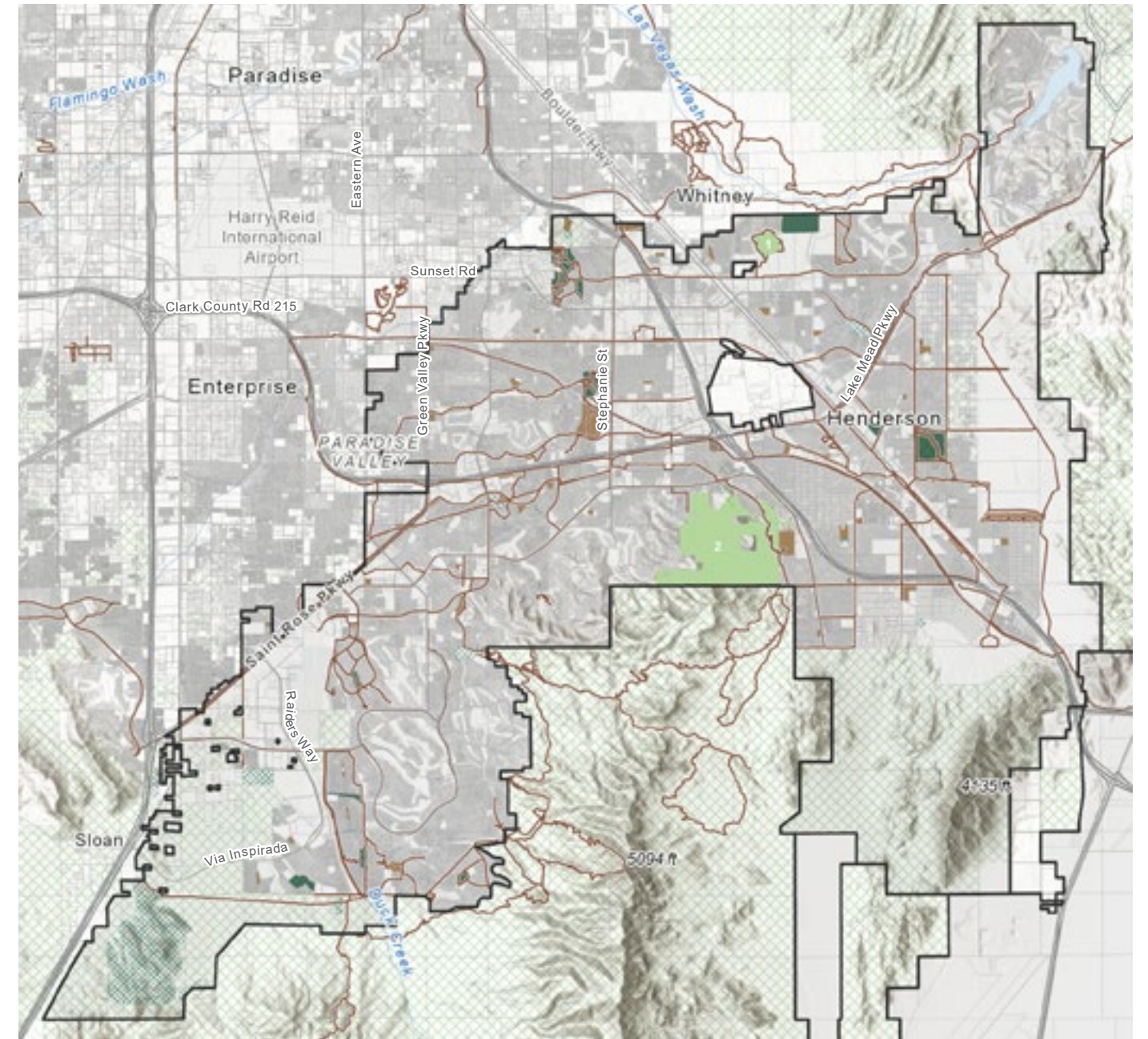
-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

Map depicts City of Henderson park inventory. Other jurisdictions' parks were included in access analysis.



HENDERSON | OUTDOOR EXPERIENCE PARKS

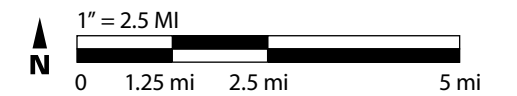
#	Name
1	BIRD VIEWING PRESERVE
2	BLACK MOUNTAIN PRESERVE



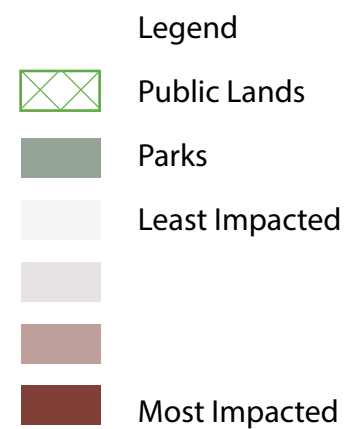
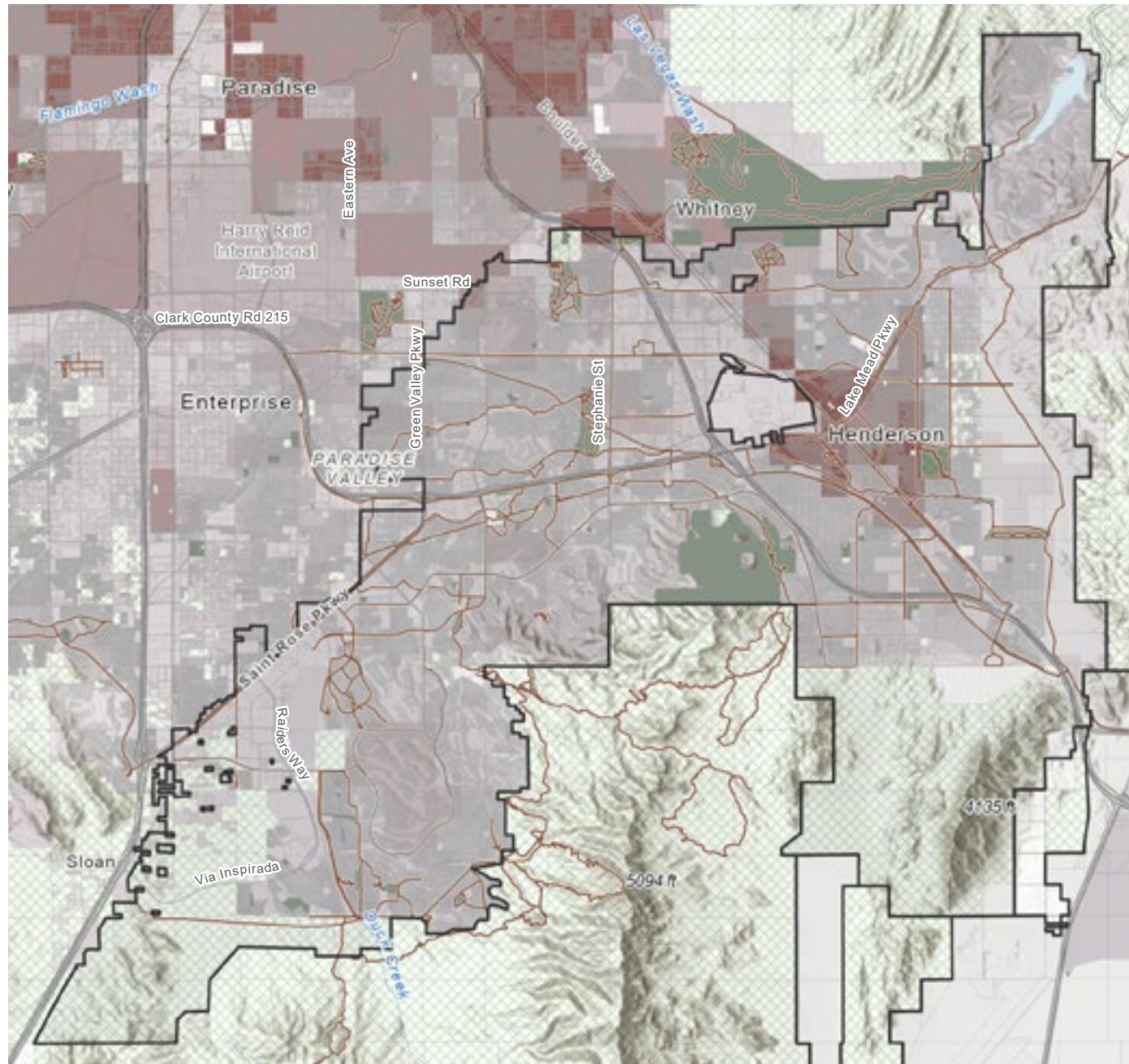
Legend

-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

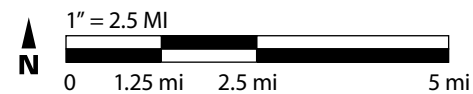
Map depicts City of Henderson park inventory. Other jurisdictions' parks were included in access analysis.



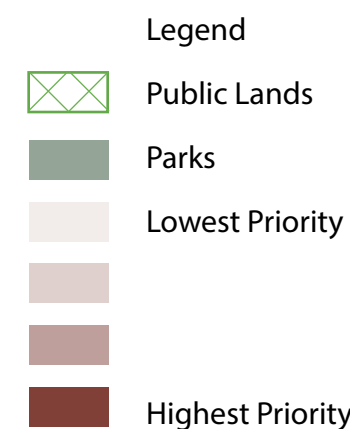
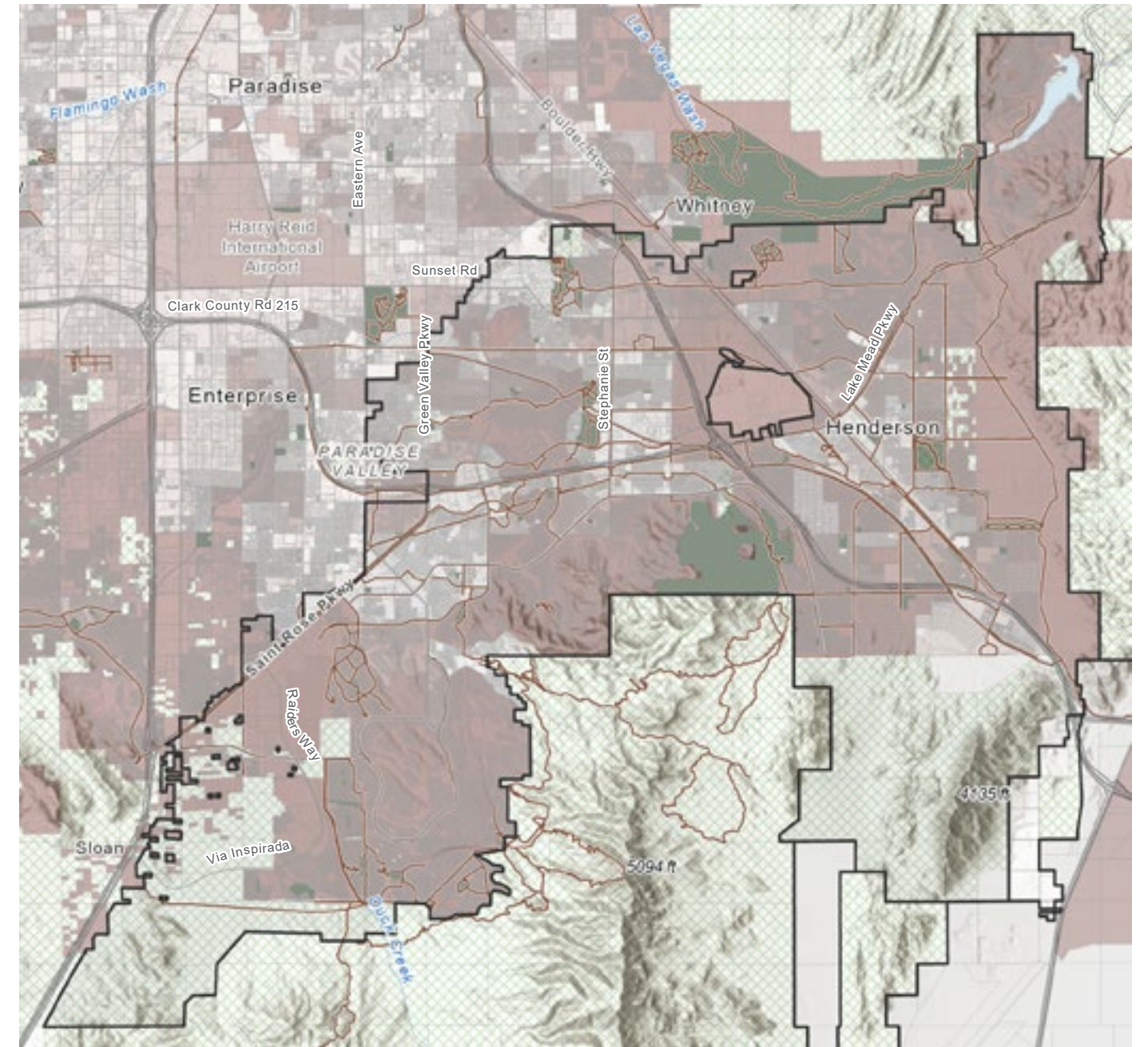
HENDERSON | IMPACTED COMMUNITIES



Impacted Communities in Henderson are concentrated on the east side.

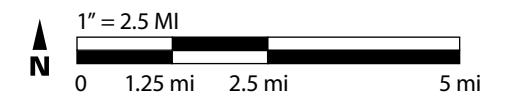


HENDERSON | PEDESTRIAN IMPROVEMENTS

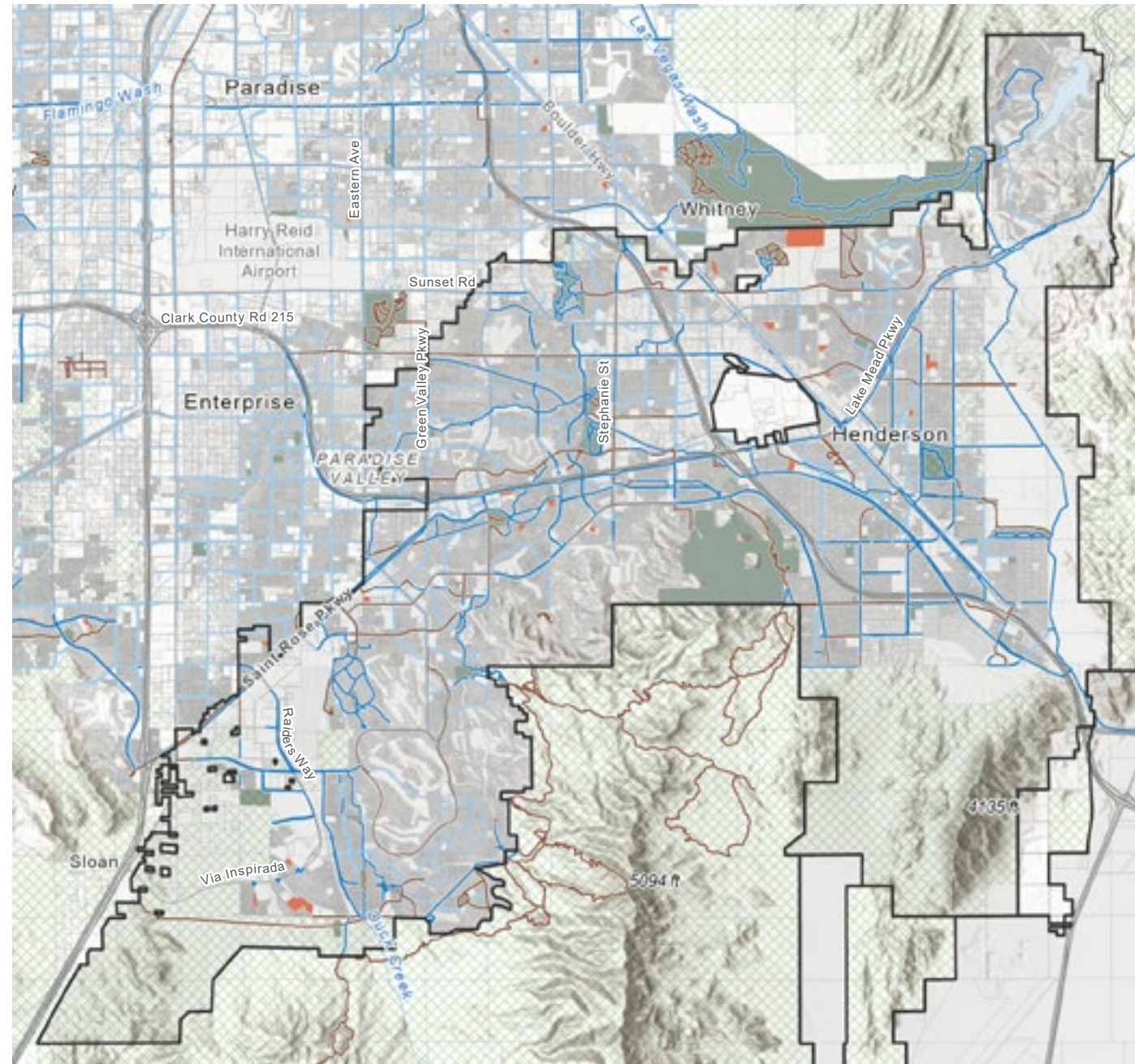


Walkability improvements are needed throughout Henderson.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



HENDERSON | TRAILS, BIKE PATHS, SIDEWALKS

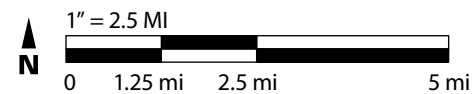


Legend

- Urban Trails
- High-Comfort Bike Lanes
- Sidewalks
- Parks with Trail, Bike, or Sidewalk Access
- Parks without Trail, Bike, or Sidewalk Access

Main roads in Henderson are fairly well-connected by trails, bike paths, and sidewalks, but there are many residential areas without sidewalk connections. Many Everyday Parks do not currently have a direct trail, bike path, or sidewalk connection.

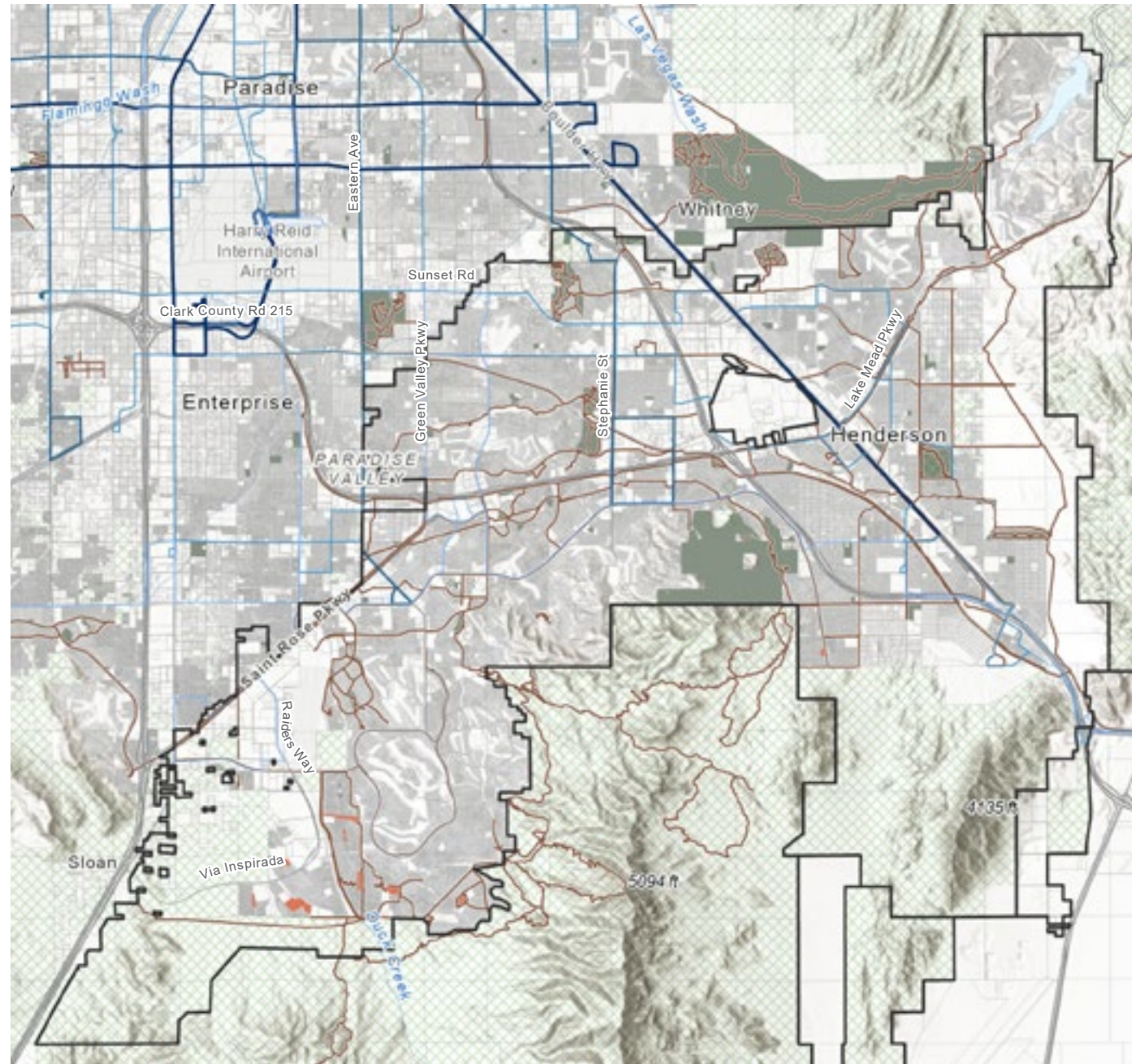
These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



HENDERSON | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	AMADOR VISTA PARK
EVERYDAY PARK	HAYLEY HENDRICKS PARK
DESTINATION PARK	MONTAGNA PARK
EVERYDAY PARK	DISCOVERY PARK
EVERYDAY PARK	PASEO VERDE PARK
EVERYDAY PARK	AVELLINO PARK
EVERYDAY PARK	PUMPKIN PARK
EVERYDAY PARK	INSPIRADA PARK
EVERYDAY PARK	DESERT PULSE PARK
EVERYDAY PARK	BROWN JH SCHOOL PARK
EVERYDAY PARK	BLOOMING CACTUS PARK
EVERYDAY PARK	UNION VILLAGE PARK
EVERYDAY PARK	BURKHOLDER PARK
EVERYDAY PARK	RODEO PARK
EVERYDAY PARK	ATTESA PARK
EVERYDAY PARK	WELLS POOL
EVERYDAY PARK	CITRINE SKY PARK
EVERYDAY PARK	DUNDEE JONES PARK
EVERYDAY PARK	DOS ESCUELAS PARK
EVERYDAY PARK	WELLS PARK

HENDERSON | FIXED-ROUTE BUS SERVICE



Legend

- Parks with bus service
- Parks without bus service

Route Frequency

- 4x per hour
- 3x per hour
- 2x per hour
- 1x per hour

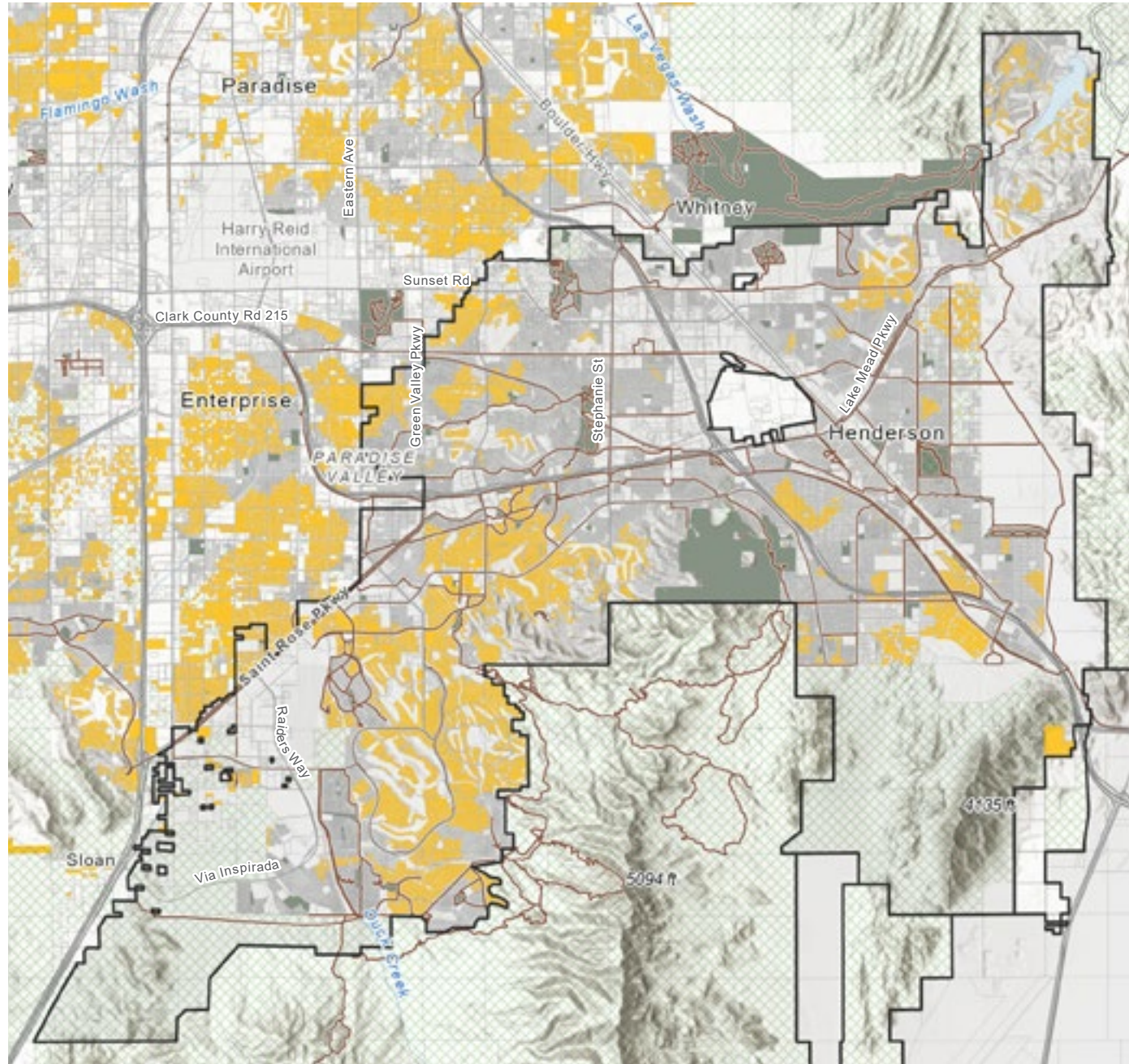
Parks on the southwest side of Henderson are further than 0.5 mile from a bus stop.



HENDERSON | PARKS WITHOUT BUS SERVICE

Type	Name
DESTINATION PARK	MONTAGNA PARK
DESTINATION PARK	CAPRIOLA PARK
EVERYDAY PARK	ESSELMONT PARK
EVERYDAY PARK	INSPIRADA PARK
DESTINATION PARK	MADEIRA CANYON PARK
DESTINATION PARK	AVENTURA PARK
EVERYDAY PARK	ATTESA PARK
EVERYDAY PARK	TERRAZZA PARK
EVERYDAY PARK	POTENZA PARK
EVERYDAY PARK	PARADISE POINTE PARK
EVERYDAY PARK	MOUNTAIN LAKE PARK

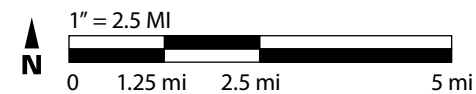
HENDERSON | PARK GAPS



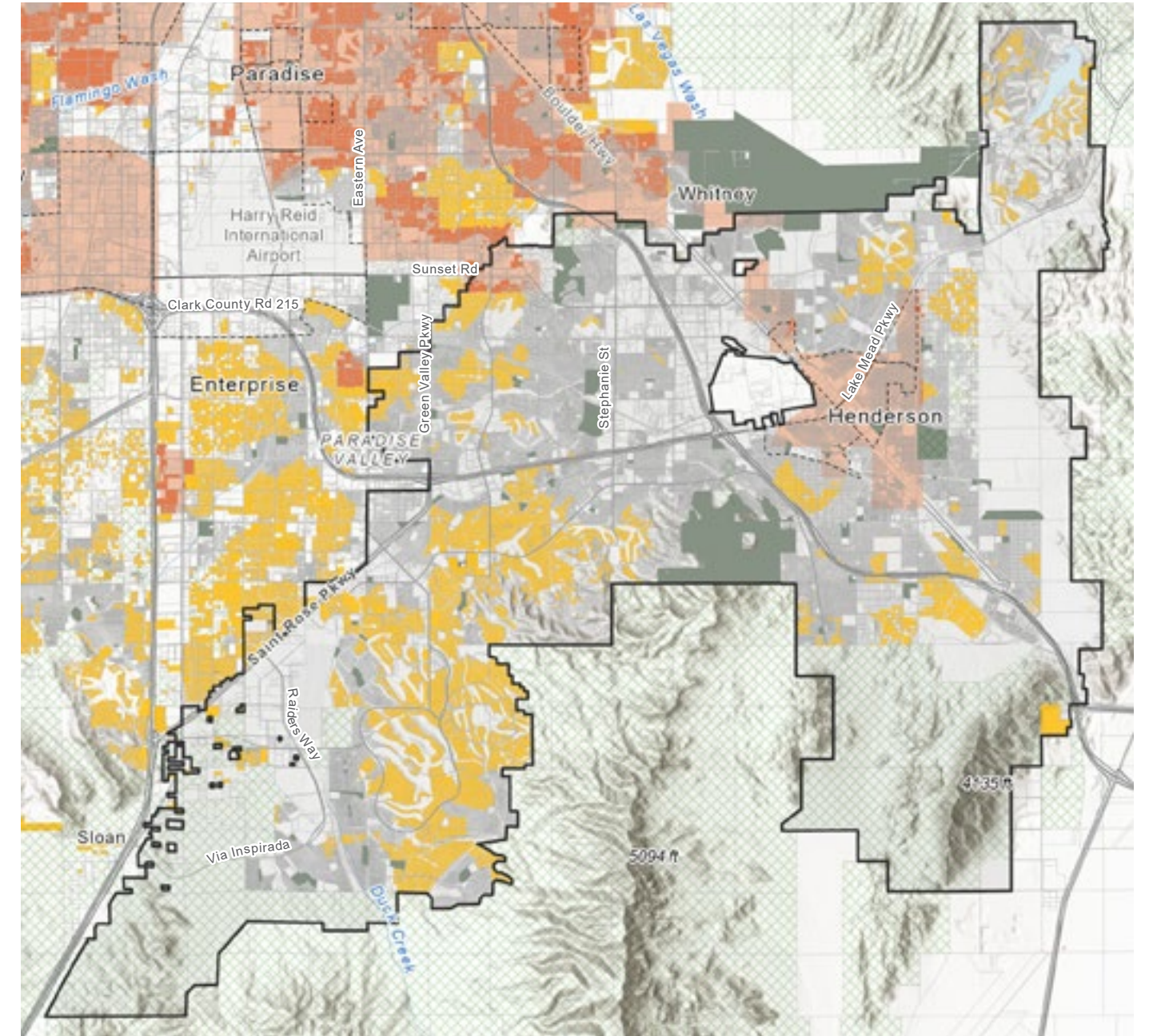
- Legend
-  Public Lands
 -  Priority Parks
 -  Trails
 -  Park Gaps





There are Park Gaps throughout Henderson. The largest concentration of Park Gaps is on the southwest side.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

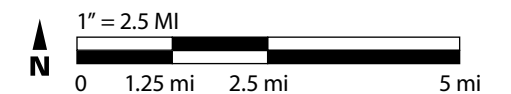


HENDERSON | HIGH-NEEDS NEIGHBORHOODS

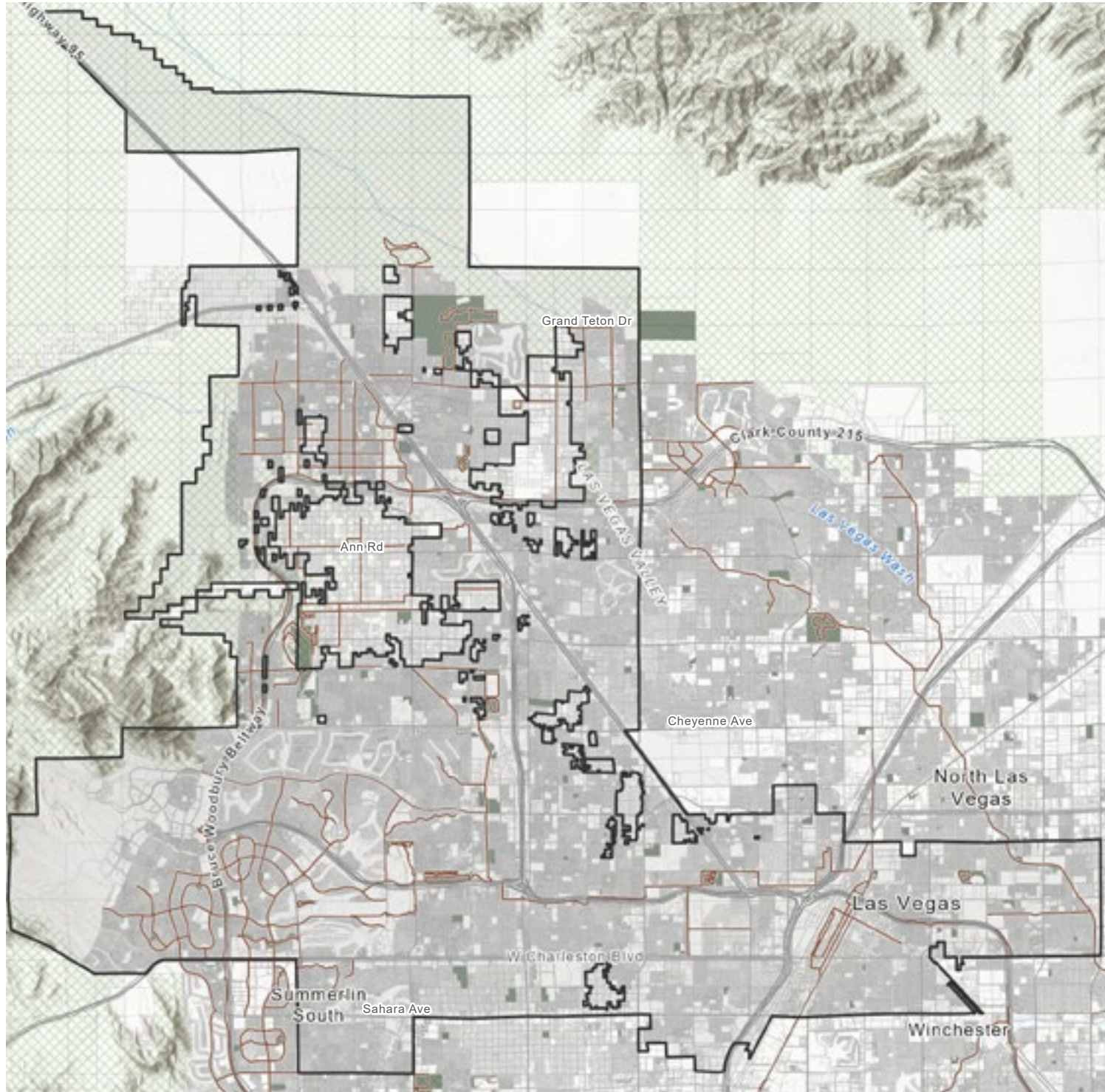


- Legend
-  High-Needs Neighborhoods
 -  Impacted Communities
 -  Residential Park Gaps
 -  Opportunity Zones

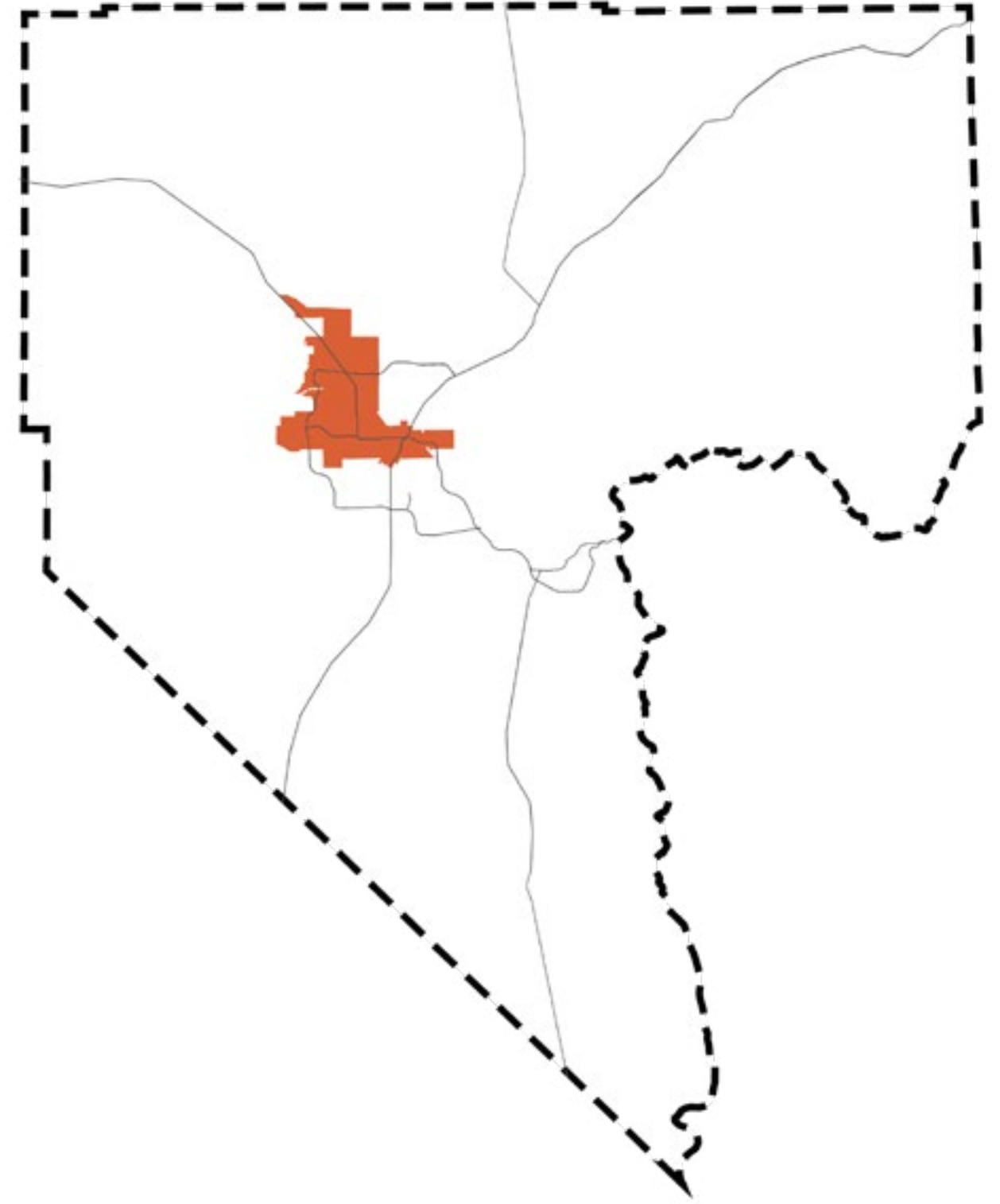
There are small clusters of High-Needs Neighborhoods on the east side of Henderson. Several High-Needs Neighborhoods in Henderson overlap with HUD-designated Opportunity Zones.



LAS VEGAS | PARKS AND TRAILS



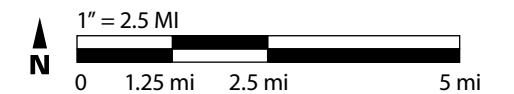
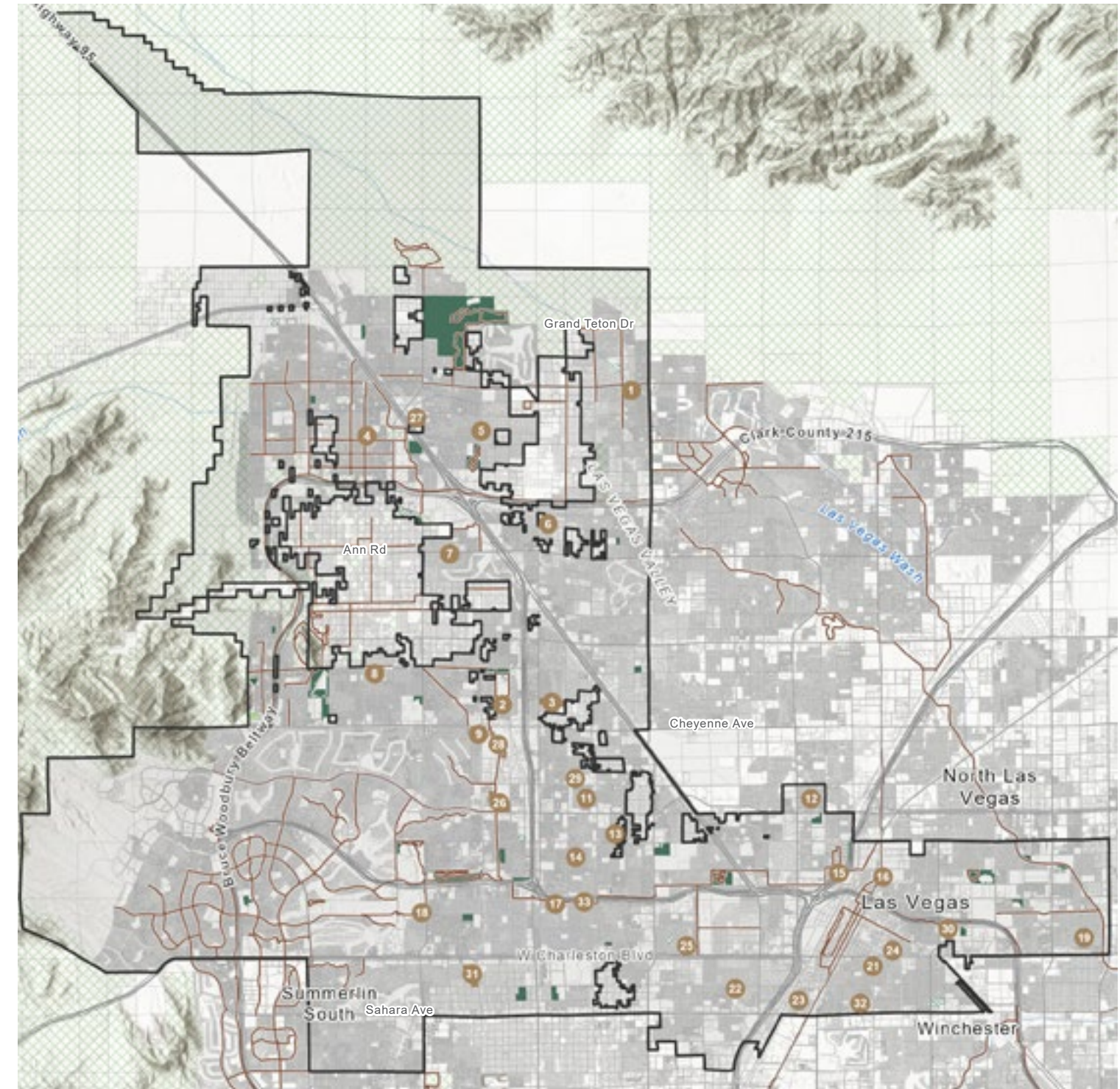
- Legend
- Public Lands
 - Park
 - Trail



LAS VEGAS | EVERYDAY PARKS

#	Name
1	TETON TRAILS PARK
2	BUCKSKIN BASIN PARK
3	CHILDREN'S MEMORIAL PARK
4	WINDING TRAILS PARK
5	SUNNY SPRINGS PARK
6	ESTELLE NEAL PARK
7	CIMARRON ROSE PARK
8	GAREHIME HEIGHTS PARK
9	ALOHA SHORES PARK
10	CAMERON COMMUNITY PARK
11	CHARLESTON HEIGHTS PARK
12	LUBERTHA JOHNSON PARK
13	WILDWOOD PARK
14	COLEMAN PARK
15	ETHEL PEARSON PARK
16	HERITAGE PARK
17	CHARLESTON NEIGHBORHOOD PRESERVATION PARK
18	ANGEL PARK
19	STEWART PLACE PARK
20	ROTARY PARK
21	HUNTRIDGE CIRCLE PARK
22	BOB BASKIN PARK
23	STUPAK PARK
24	MAYFAIR PLACE PARK
25	CRAGIN PARK
26	BETTYE WILSON SOCCER COMPLEX
27	POP SQUIRES PARK
28	DOC ROMEO PARK
29	HEERS PARK
30	HADLAND PARK
31	ALL AMERICAN PARK
32	BAKER PARK
33	MIRABELLI PARK

Map depicts City of Las Vegas park inventory. Other jurisdictions' parks were included in access analysis.



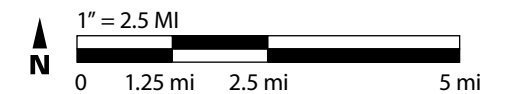
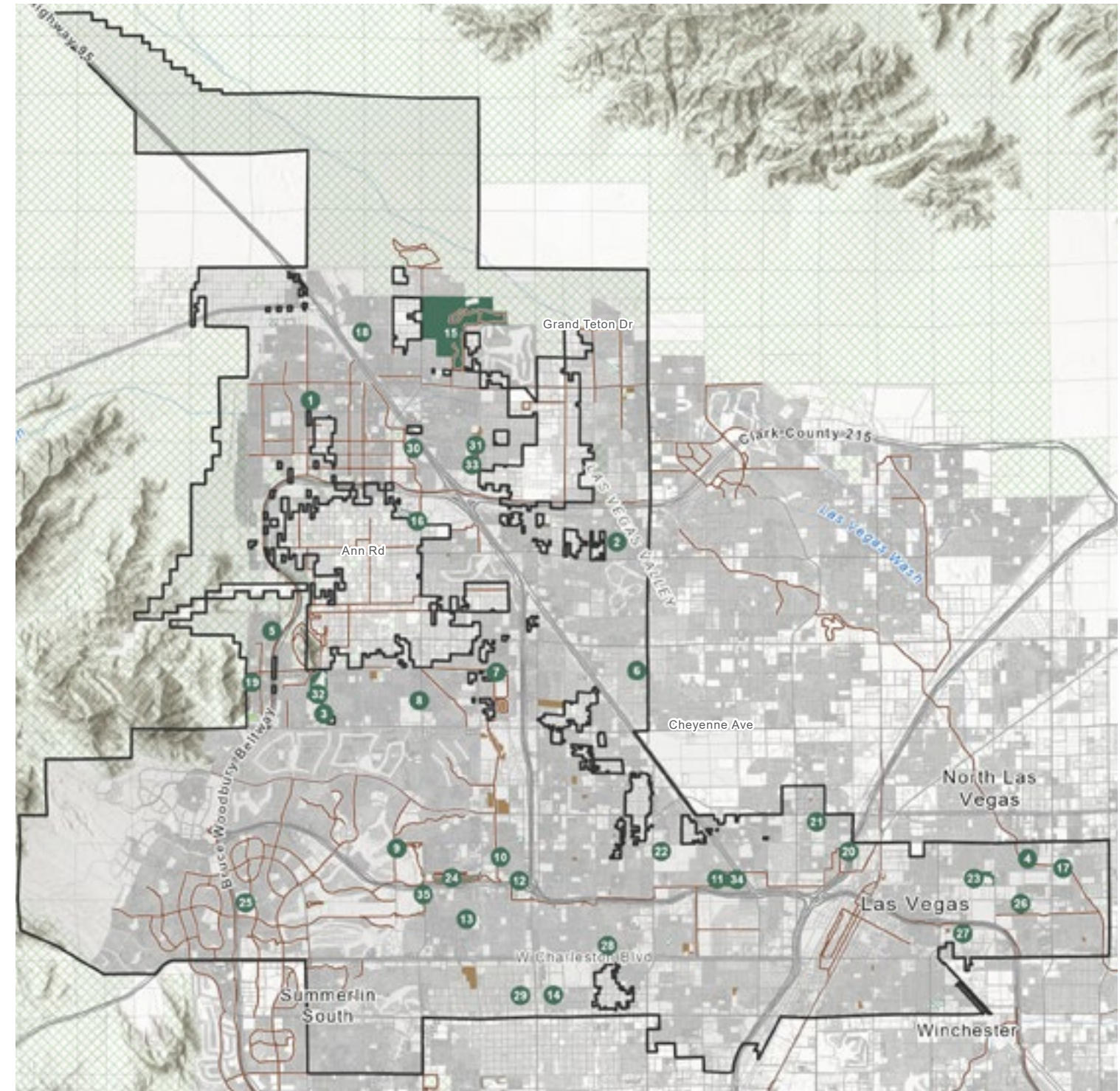
LAS VEGAS | DESTINATION PARKS

#	Name
1	GILCREASE BROTHERS PARK
2	POLLY GONZALES MEMORIAL PARK
3	POLICE MEMORIAL PARK
4	DOUGLAS A. SELBY PARK & TRAILHEAD
5	SKY RIDGE PARK
6	PATRIOT COMMUNITY PARK
7	WAYNE BUNKER FAMILY PARK
8	DURANGO HILLS PARK
9	BRUCE TRENT PARK
10	PIONEER PARK
11	LORENZI PARK
12	BILL BRIARE FAMILY PARK
13	ANSAN SISTER CITY PARK
14	FIREFIGHTERS MEMORIAL PARK
15	FLOYD LAMB PARK AT TULE SPRINGS
16	RAPTOR PLAY PARK
17	EAST LAS VEGAS FAMILY PARK
18	ALYN BECK MEMORIAL PARK
19	TRIGONO HILLS PARK
20	JAMES GAY III PARK
21	KIANGA ISOKE PALACIO PARK AT DOOLITTLE COMPLEX
22	ED FOUNTAIN PARK
23	GARY REESE FREEDOM PARK
24	KELLOGG - ZAHER SPORTS COMPLEX
25	VETERANS MEMORIAL BALL FIELDS
26	MIKE MORGAN FAMILY PARK
27	RAFAEL RIVERA PARK
28	GERY DEXTER PARK
29	RAINBOW FAMILY PARK
30	MOUNTAIN RIDGE PARK
31	CENTENNIAL HILLS SPORTS PARK
32	MAJESTIC PARK
33	CENTENNIAL HILLS PHASE III PARK
34	LORENZI SPORTS PARK
35	ANGEL PARK TRAILHEAD

Map depicts City of Las Vegas park inventory. Other jurisdictions' parks were included in access analysis.

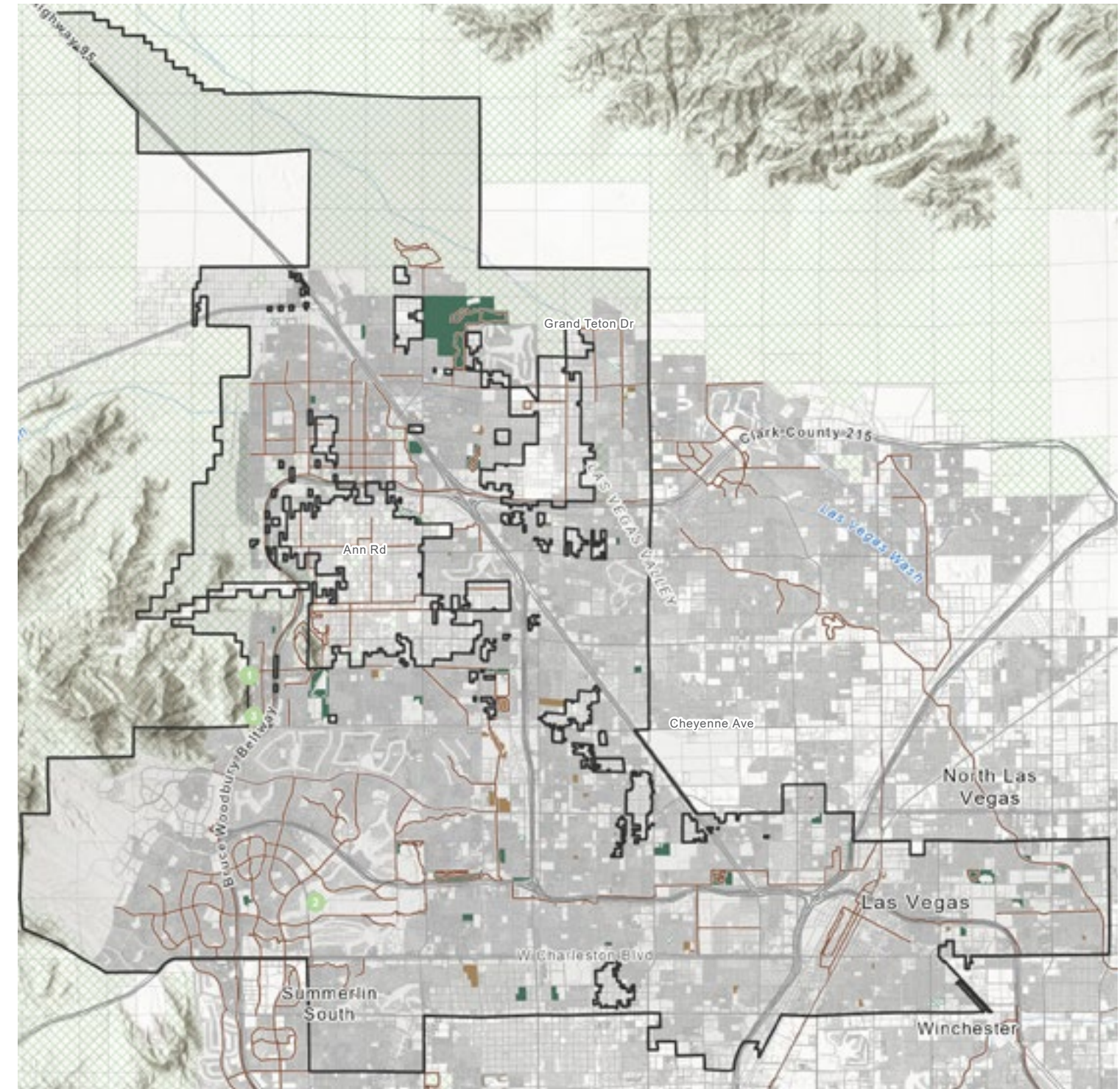
Legend

-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails



LAS VEGAS | OUTDOOR EXPERIENCE PARKS

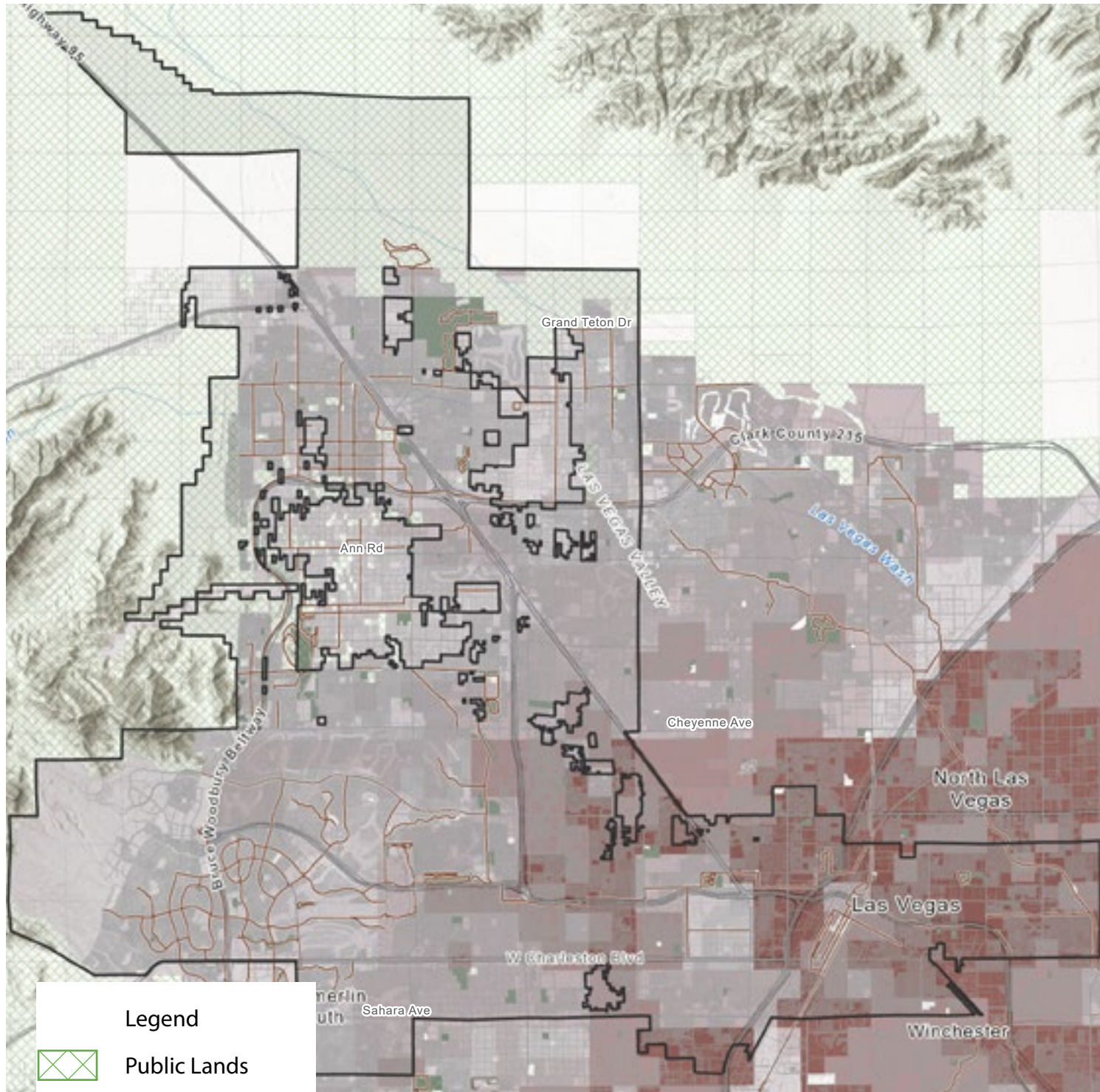
#	Name
1	GILMORE/CLIFF SHADOWS
2	HUALAPAI CANYON TRAILHEAD
3	BUCKSKIN/CLIFF SHADOWS PARK



Map depicts City of Las Vegas park inventory. Other jurisdictions' parks were included in access analysis.

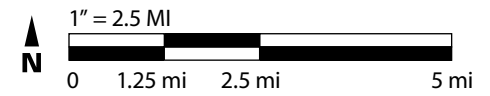


LAS VEGAS | IMPACTED COMMUNITIES

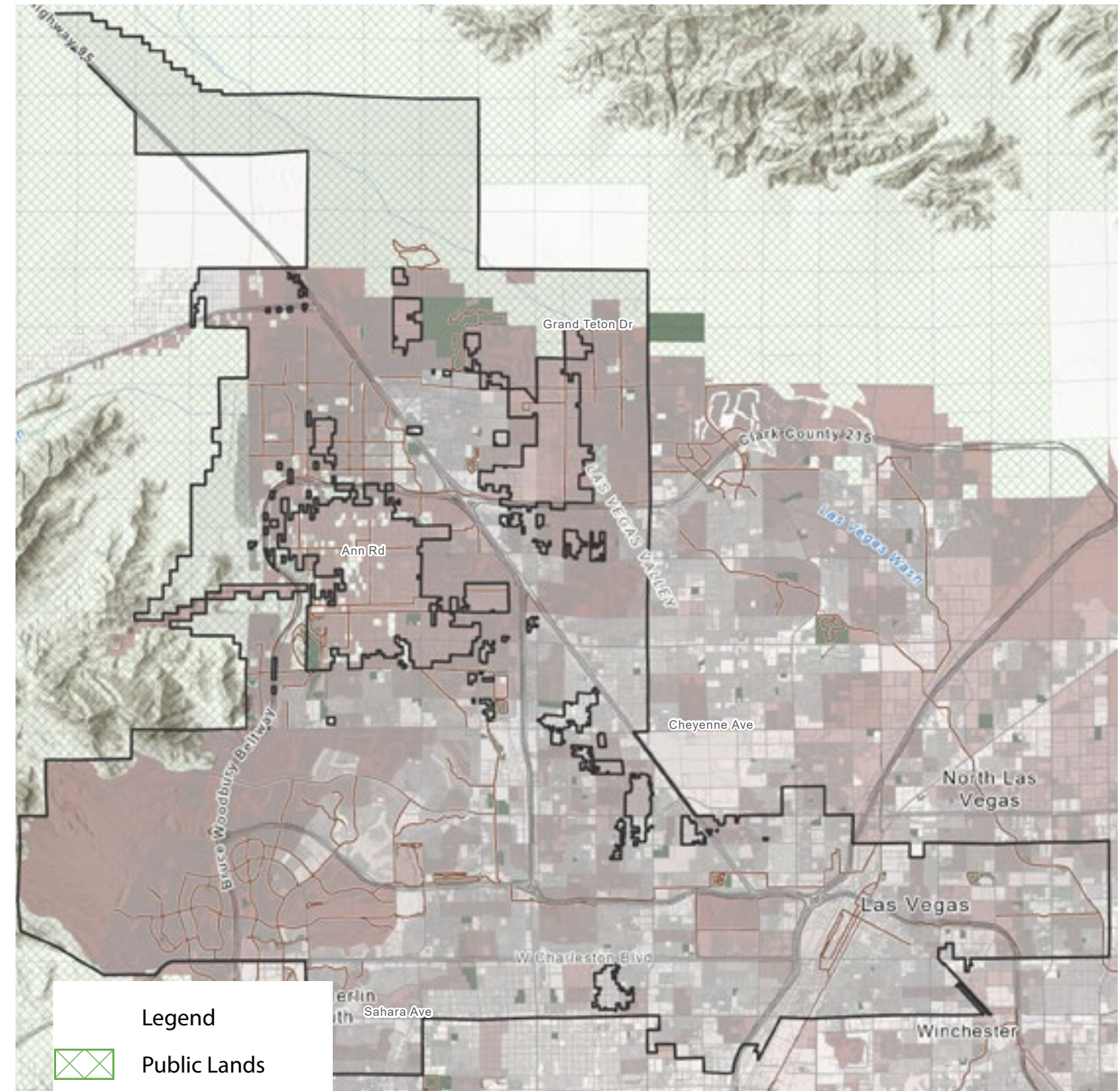


- Legend**
- Public Lands
 - Parks
 - Least Impacted
 -
 -
 - Most Impacted

Impacted Communities in Las Vegas are concentrated on the southeast side of the city.



LAS VEGAS | PEDESTRIAN IMPROVEMENTS



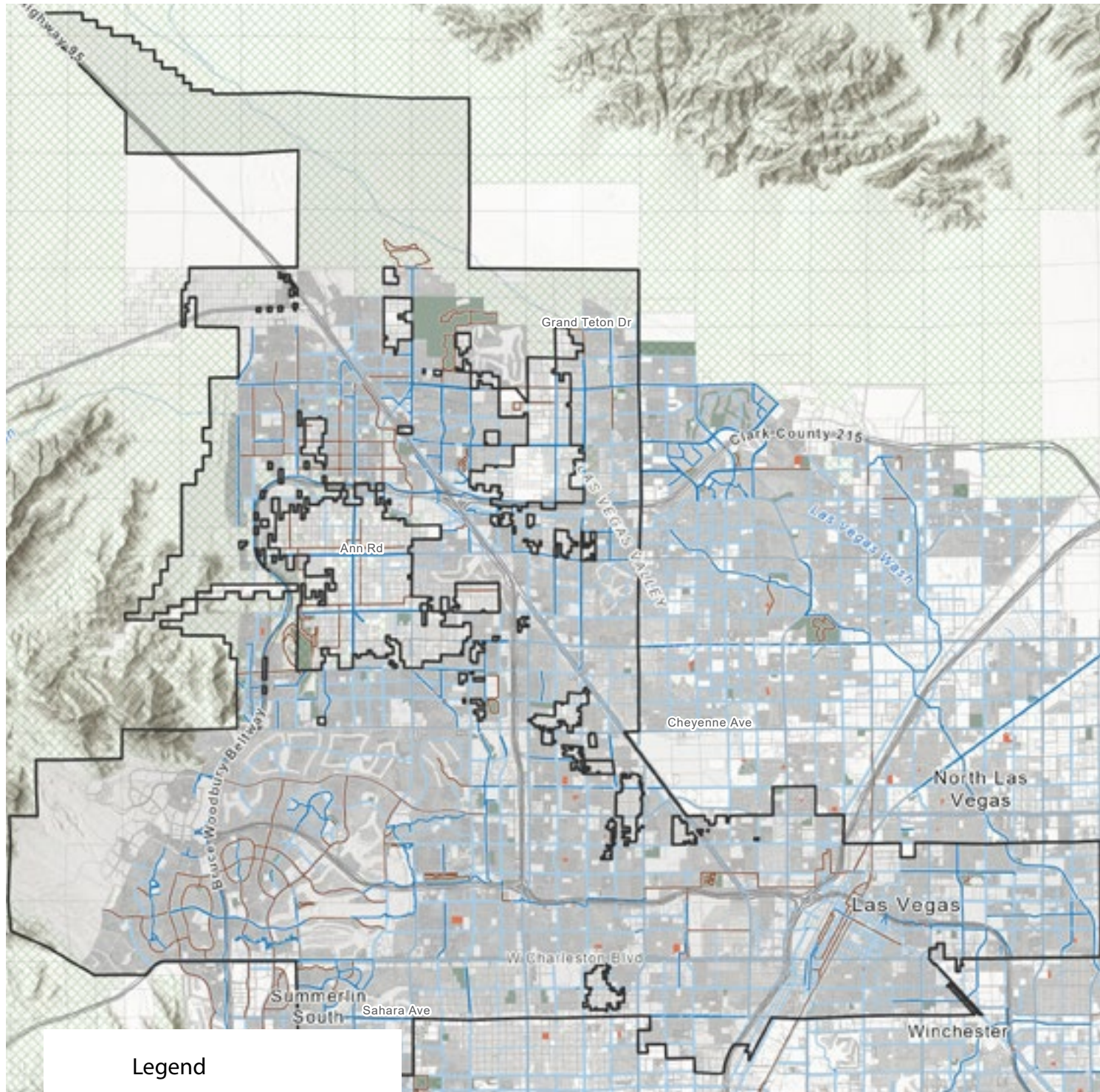
- Legend**
- Public Lands
 - Parks
 - Lowest Priority
 -
 -
 - Highest Priority

Pedestrian improvements are most needed on the far west and north sides of the city.






These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



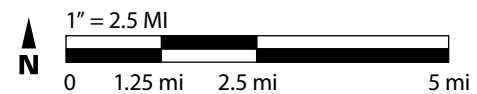
LAS VEGAS | TRAILS, BIKE PATHS, SIDEWALKS



Legend

-  Urban Trails
-  High-Comfort Bike Lanes
-  Sidewalks
-  Parks with Trail, Bike, or Sidewalk Access
-  Parks without Trail, Bike, or Sidewalk Access

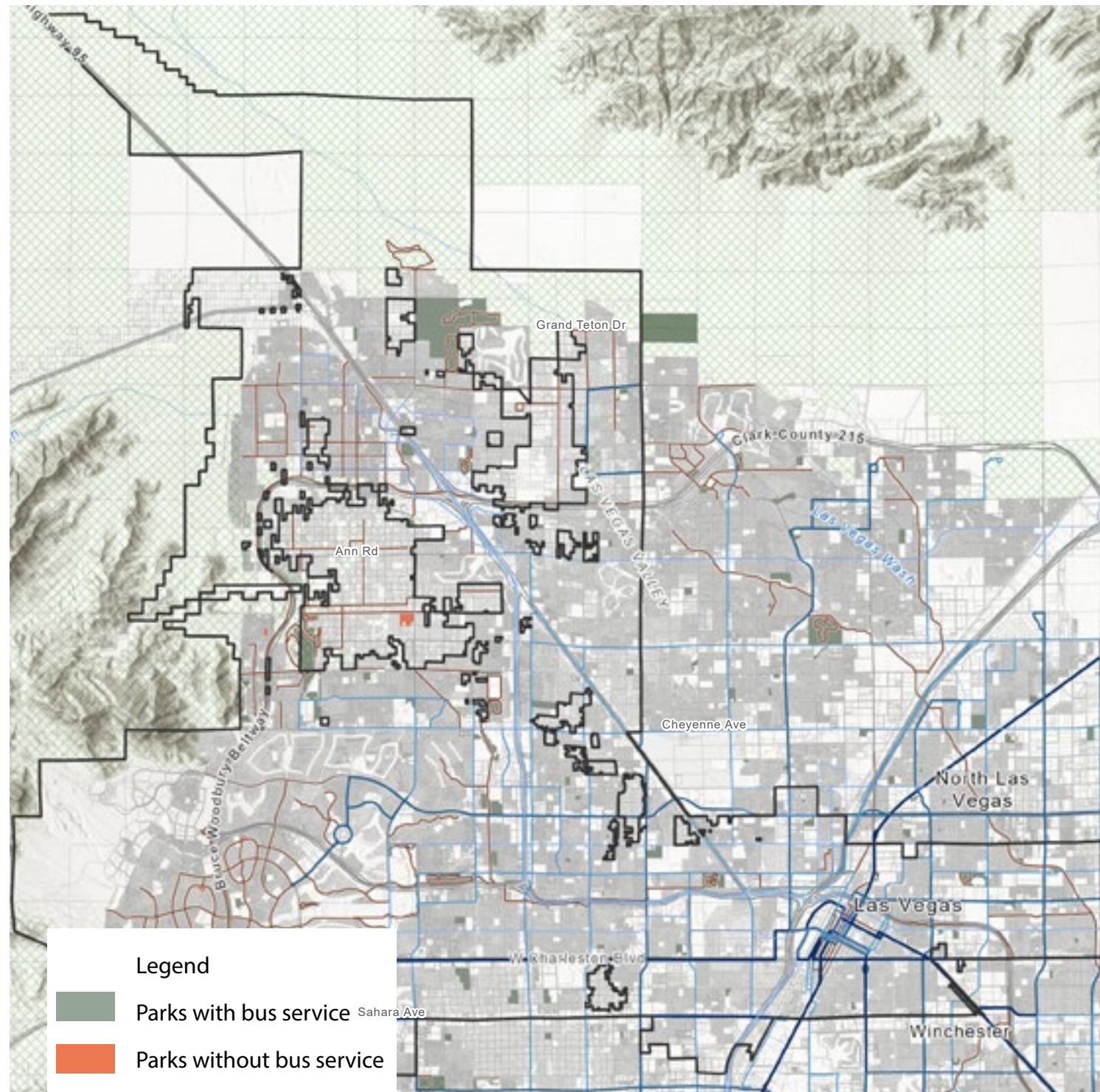
These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



LAS VEGAS | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
DESTINATION PARK	SKY RIDGE PARK
EVERYDAY PARK	CHARLESTON HEIGHTS PARK
EVERYDAY PARK	LUBERTHA JOHNSON PARK
EVERYDAY PARK	WILDWOOD PARK
EVERYDAY PARK	COLEMAN PARK
EVERYDAY PARK	CHARLESTON NEIGHBORHOOD PRESERVATION PARK
DESTINATION PARK	ANSAN SISTER CITY PARK
EVERYDAY PARK	STEWART PLACE PARK
EVERYDAY PARK	ROTARY PARK
EVERYDAY PARK	HUNTRIDGE CIRCLE PARK
EVERYDAY PARK	STUPAK PARK
EVERYDAY PARK	MAYFAIR PLACE PARK
EVERYDAY PARK	CRAGIN PARK
EVERYDAY PARK	POP SQUIRES PARK
EVERYDAY PARK	HEERS PARK
DESTINATION PARK	GARY DEXTER PARK
EVERYDAY PARK	MIRABELLI PARK

LAS VEGAS | FIXED-ROUTE BUS SERVICE



Legend

- Parks with bus service
- Parks without bus service

Route Frequency

- 4x per hour
- 3x per hour
- 2x per hour
- 1x per hour

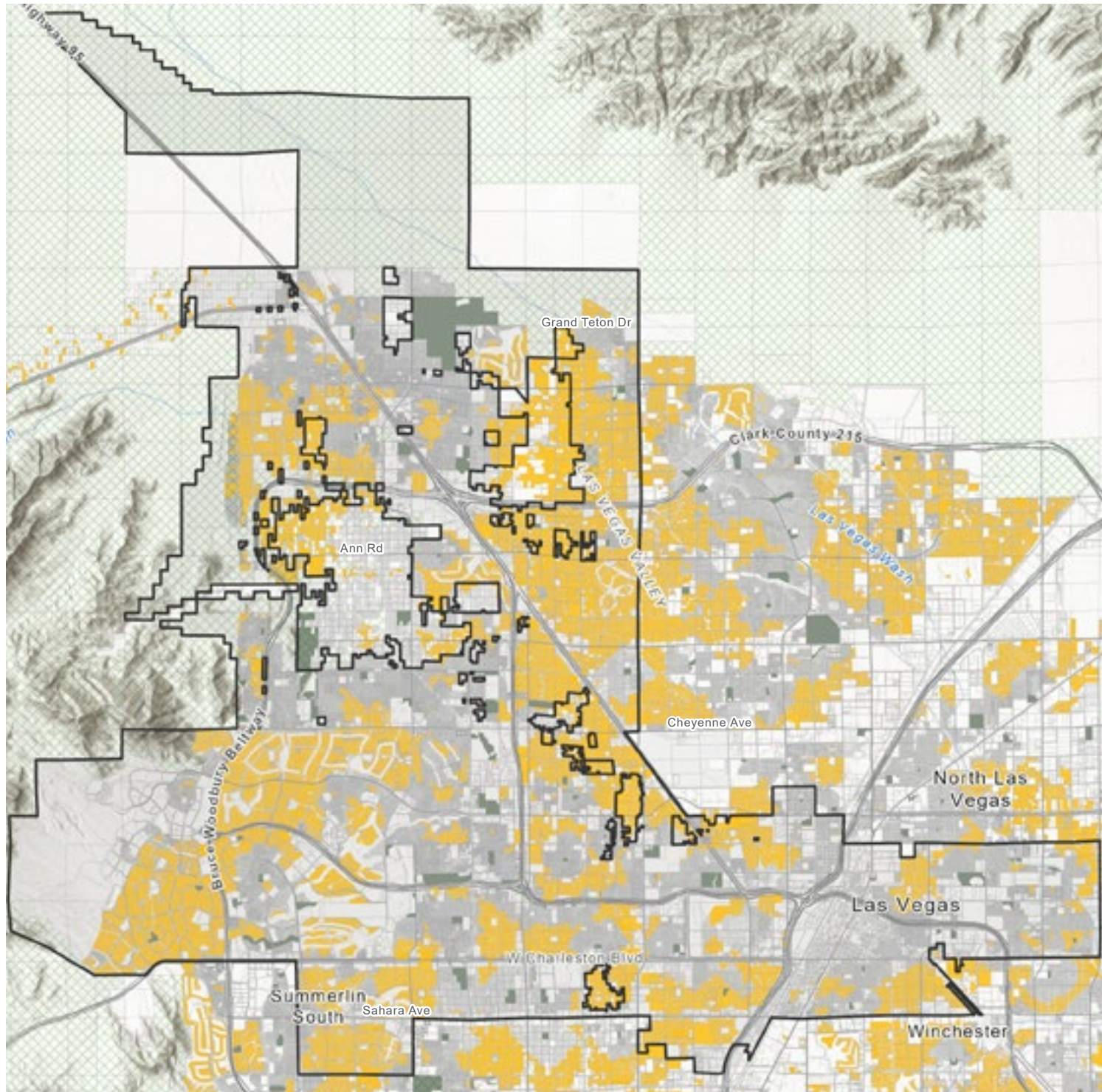
Las Vegas is served by many frequent transit routes.



LAS VEGAS | PARKS WITHOUT BUS SERVICE

Type	Name
DESTINATION PARK	SKY RIDGE PARK

LAS VEGAS | PARK GAPS

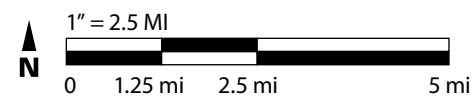


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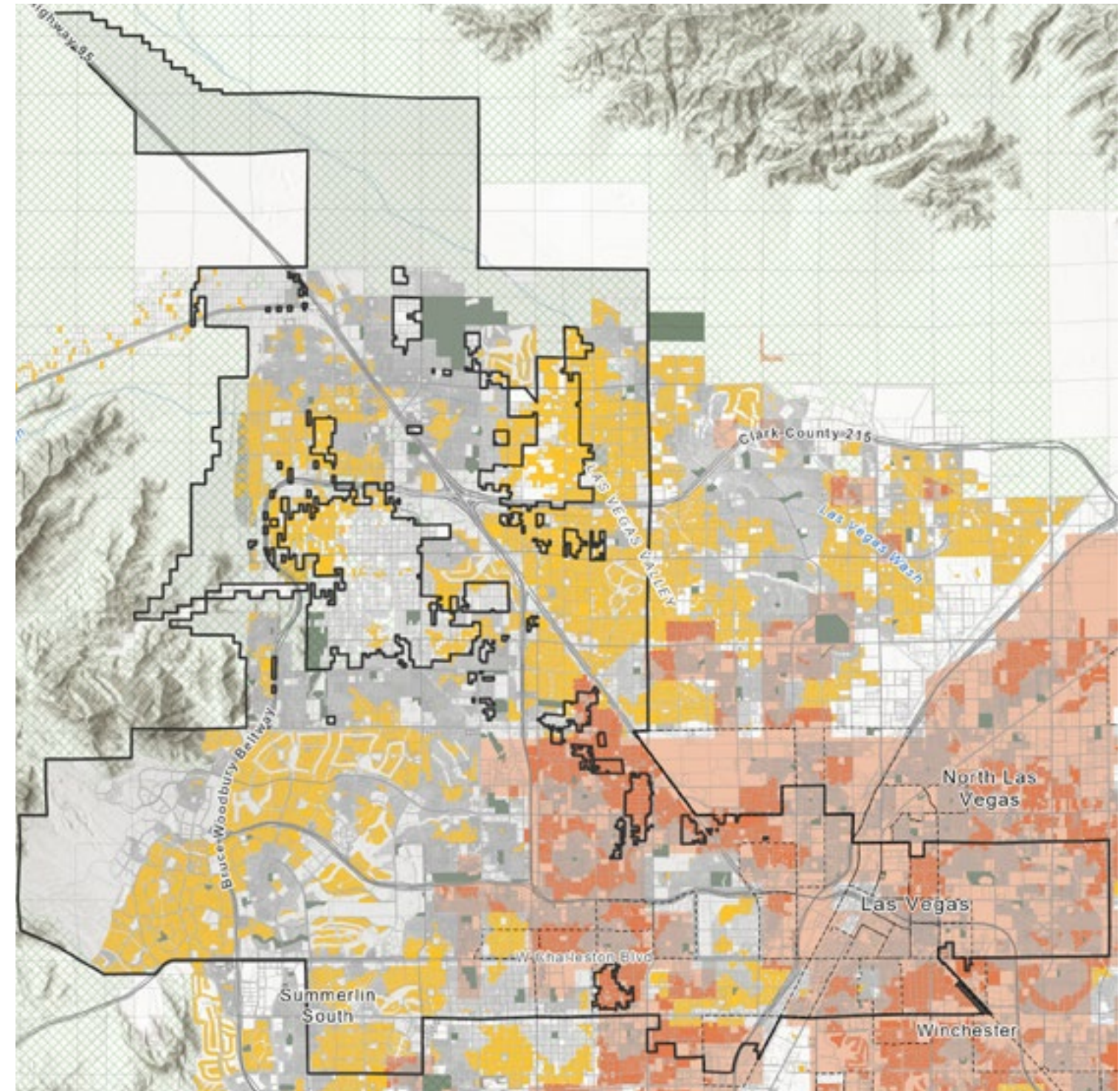
- Public Lands
- Priority Parks
- Trails
- Park Gaps

There are concentrated park gaps on the east side of Las Vegas, south of Charleston Boulevard, and in neighborhoods immediately adjacent to Highway 215/Bruce Woodbury Beltway.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.



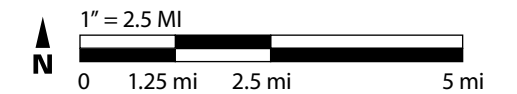
LAS VEGAS | HIGH-NEEDS NEIGHBORHOODS



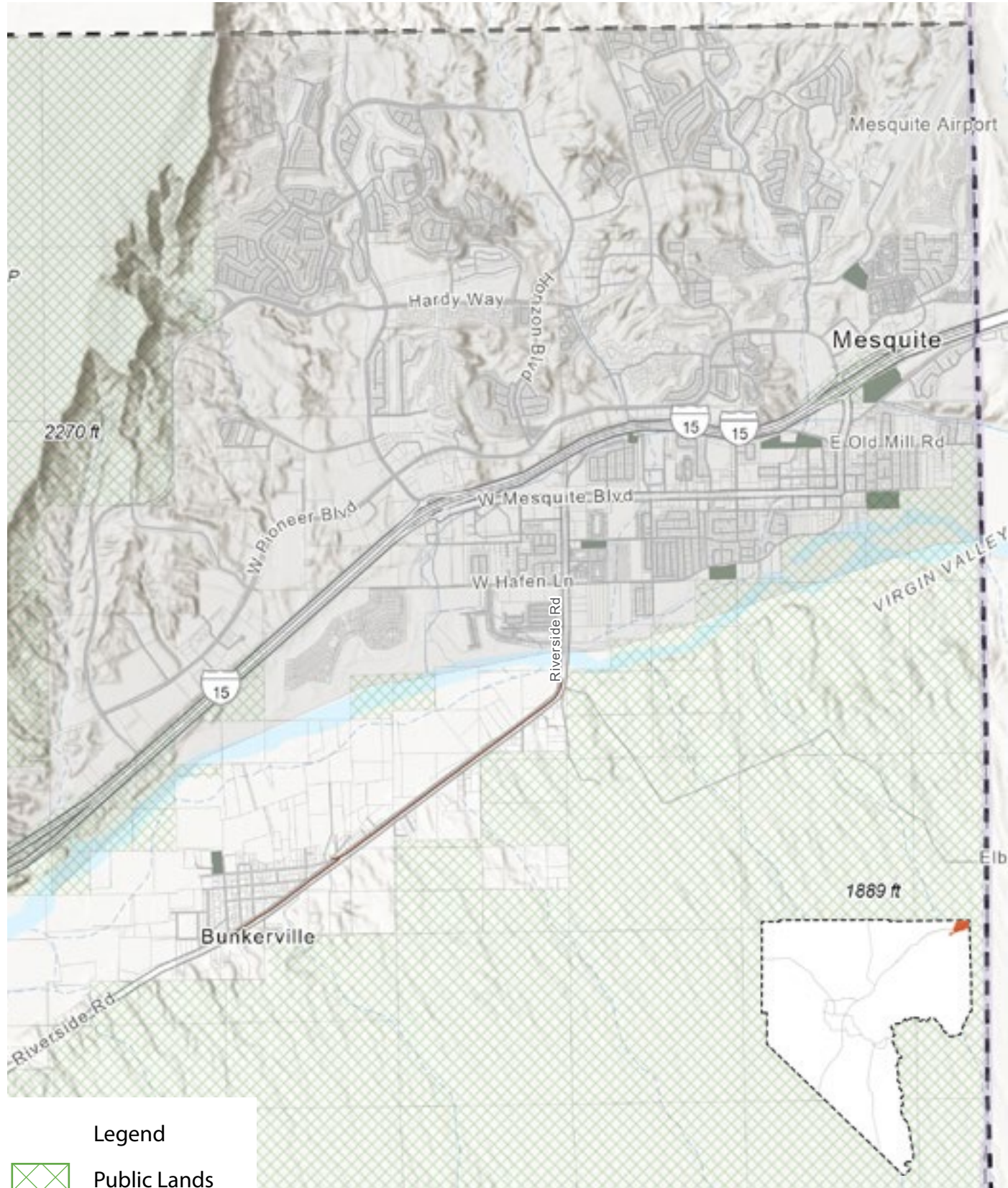
Legend




- High-Needs Neighborhoods
- Impacted Communities
- Residential Park Gaps
- Opportunity Zones

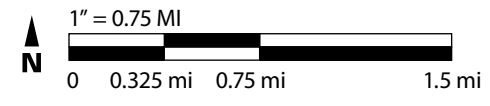
Las Vegas' High-Needs Neighborhoods are concentrated on the east side. They overlap with several HUD-designated Opportunity Zones.



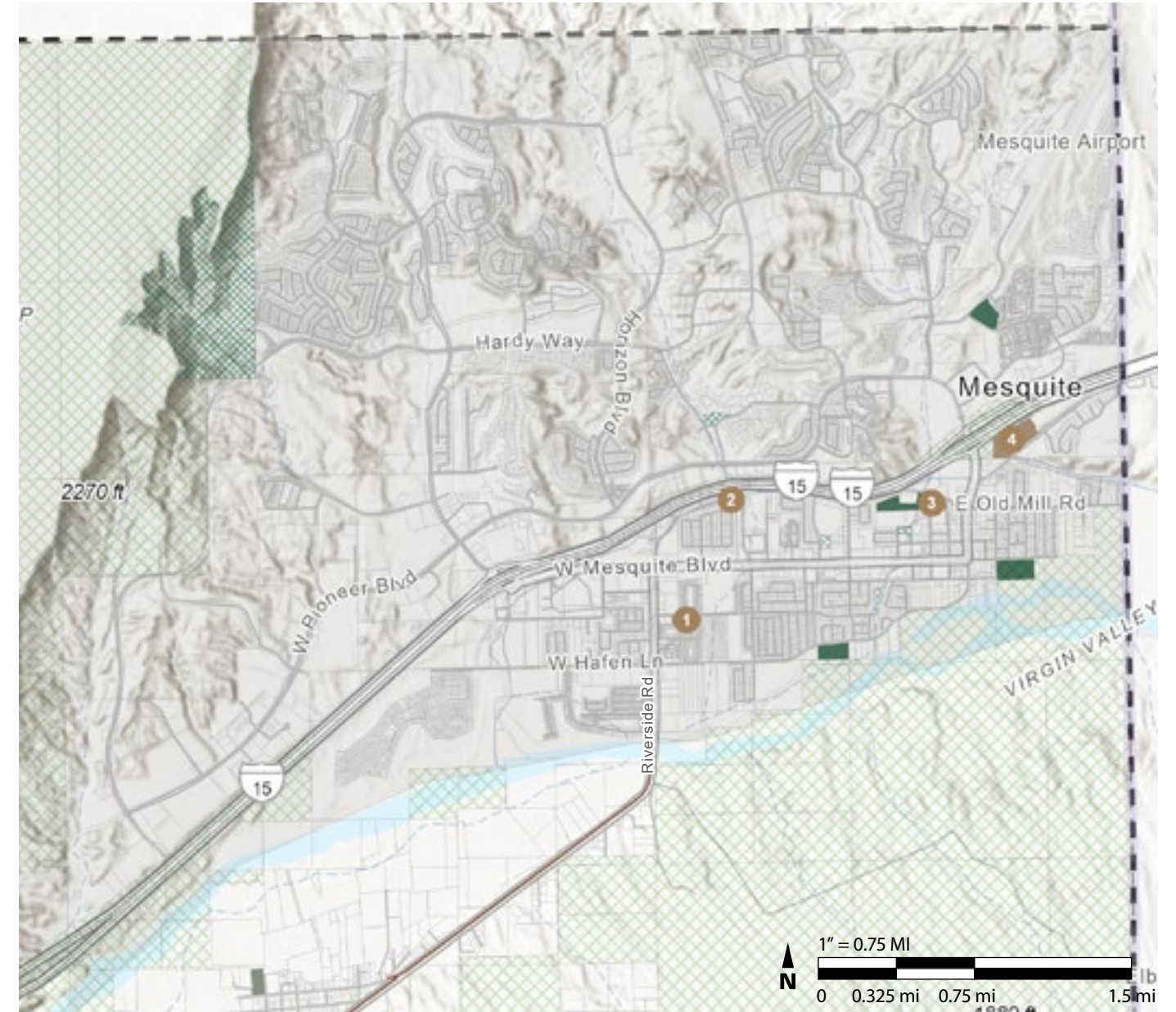
MESQUITE | PARKS AND TRAILS



- Legend**
-  Public Lands
 -  Park
 -  Trail

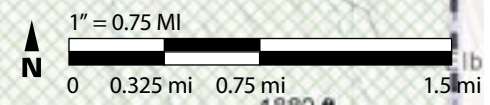


MESQUITE | EVERYDAY PARKS

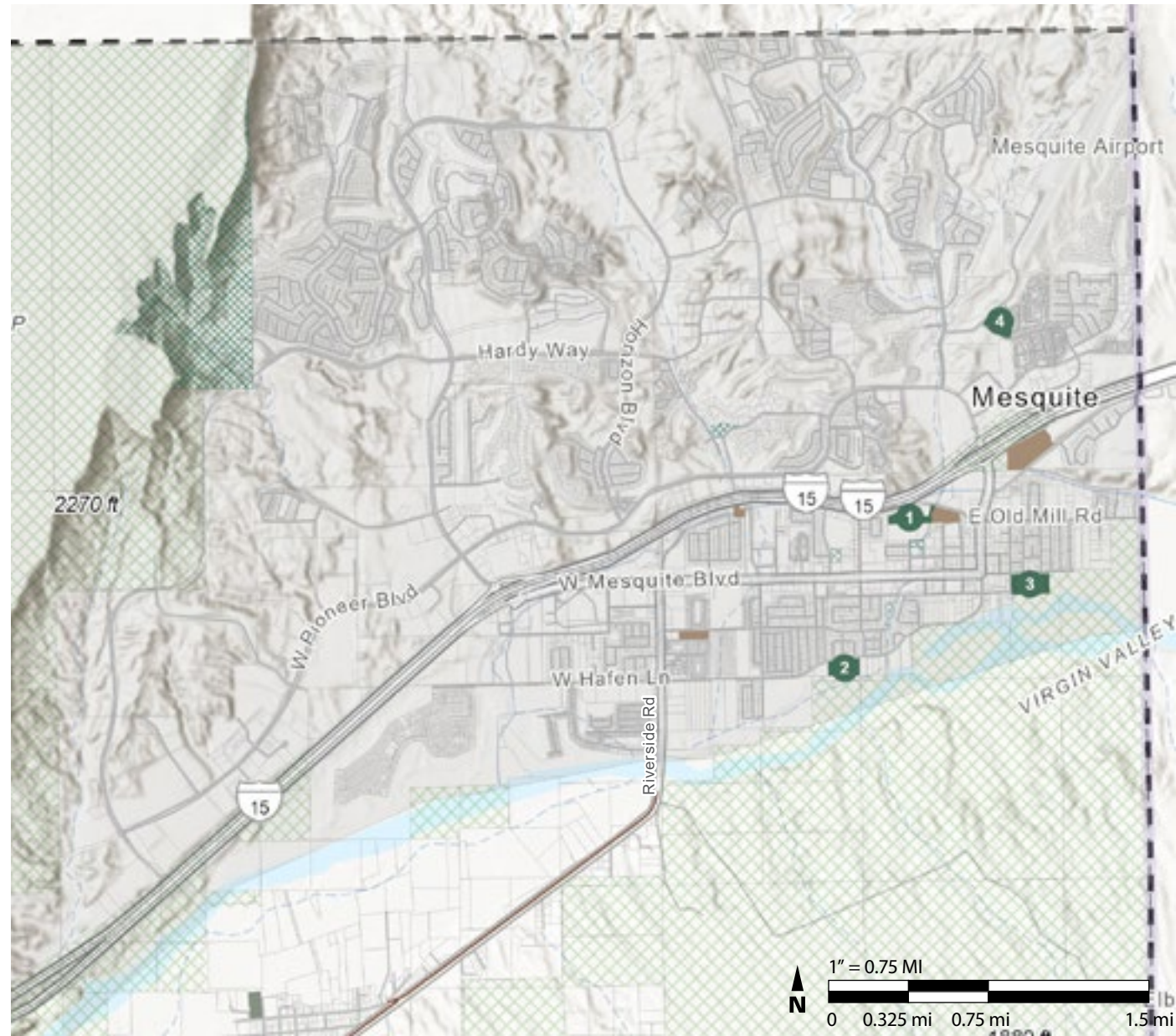


- Legend**
-  Public Lands
 -  Everyday Parks
 -  Destination Parks
 -  Outdoor Experience Parks
 -  Not Classified
 -  Trails

#	Name
1	JENSON TRAILSIDE PARK
2	DESERT ROSE PARK
3	OLD MILL PARK
4	PIONEER PARK



MESQUITE | DESTINATION PARKS

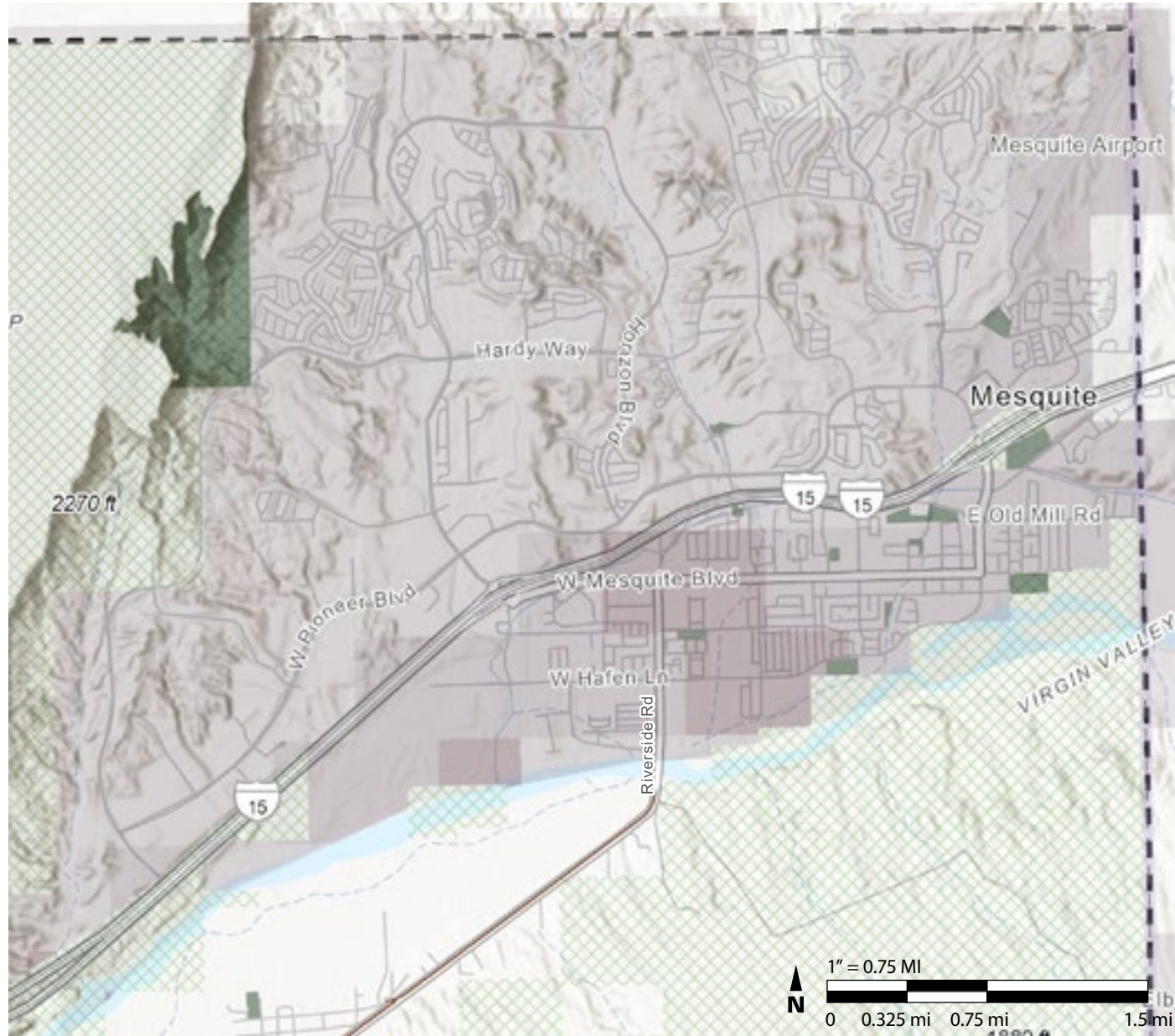








Legend		#	Name
	Public Lands	1	RECREATION CENTER PARK
	Everyday Parks	2	HAFEN TRAILHEAD PARK
	Destination Parks	3	HUNTER SPORTS PARK
	Outdoor Experience Parks	4	MARILYN REDD PARK
	Not Classified		
	Trails		

MESQUITE | OUTDOOR EXPERIENCE PARKS

This page left intentionally blank. There are no Outdoor Experience Parks in Mesquite.

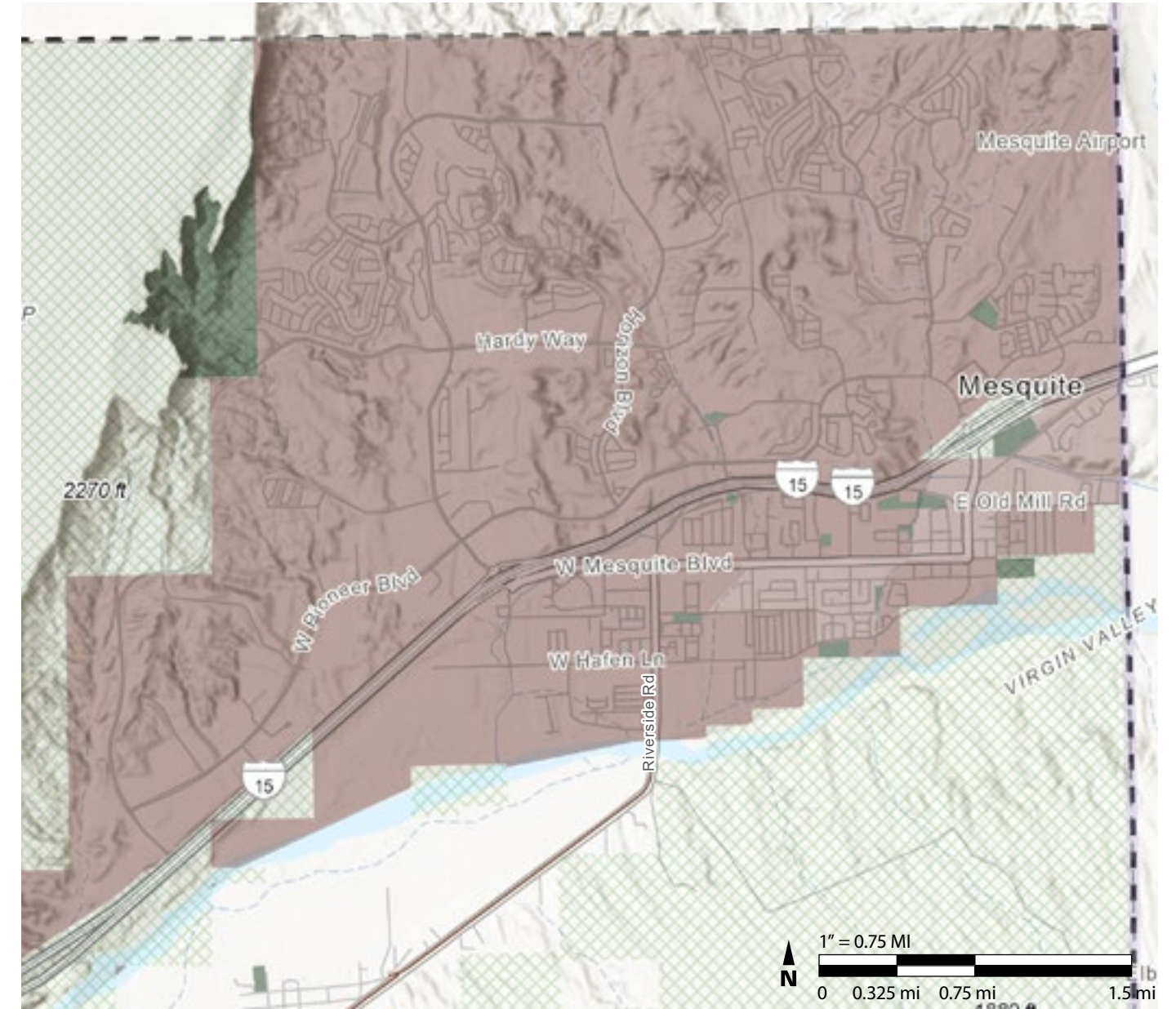
MESQUITE | IMPACTED COMMUNITIES






- Legend**
-  Public Lands
 -  Parks
 -  Least Impacted
 - 
 - 
 -  Most Impacted

Impacted Communities in Mesquite are concentrated south of I-15 and east of Riverside Road.

MESQUITE | PEDESTRIAN IMPROVEMENTS

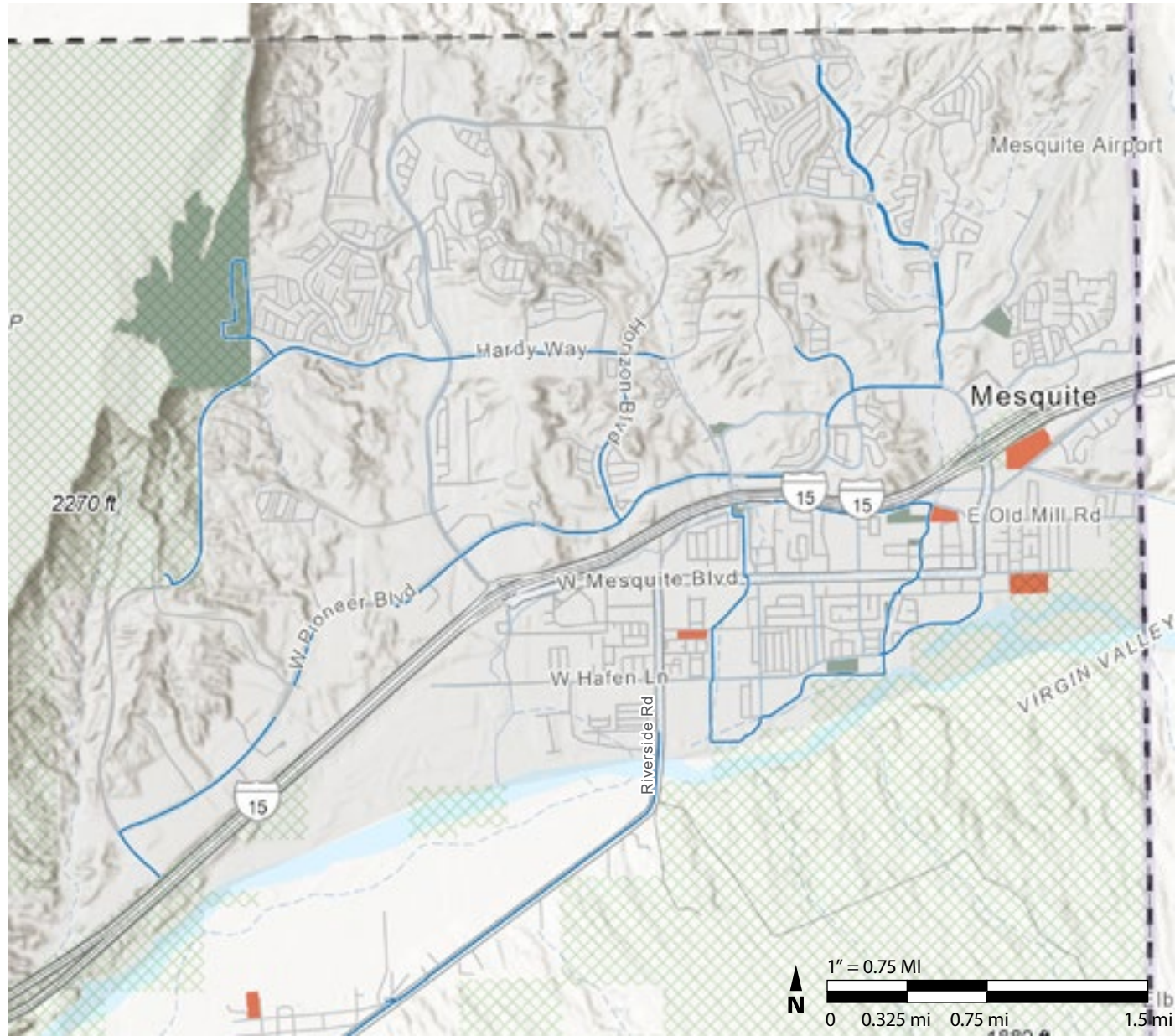


- Legend**
-  Public Lands
 -  Parks
 -  Lowest Priority
 - 
 - 
 -  Highest Priority

Pedestrian improvements are needed across Mesquite, with pockets of relatively higher walkability south of I-15 and east of Riverside Road.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

MESQUITE | TRAILS, BIKE PATHS, SIDEWALKS



Legend

Urban Trails

High-Comfort Bike Lanes

Sidewalks

Parks with Trail, Bike, or Sidewalk Access

Parks without Trail, Bike, or Sidewalk Access

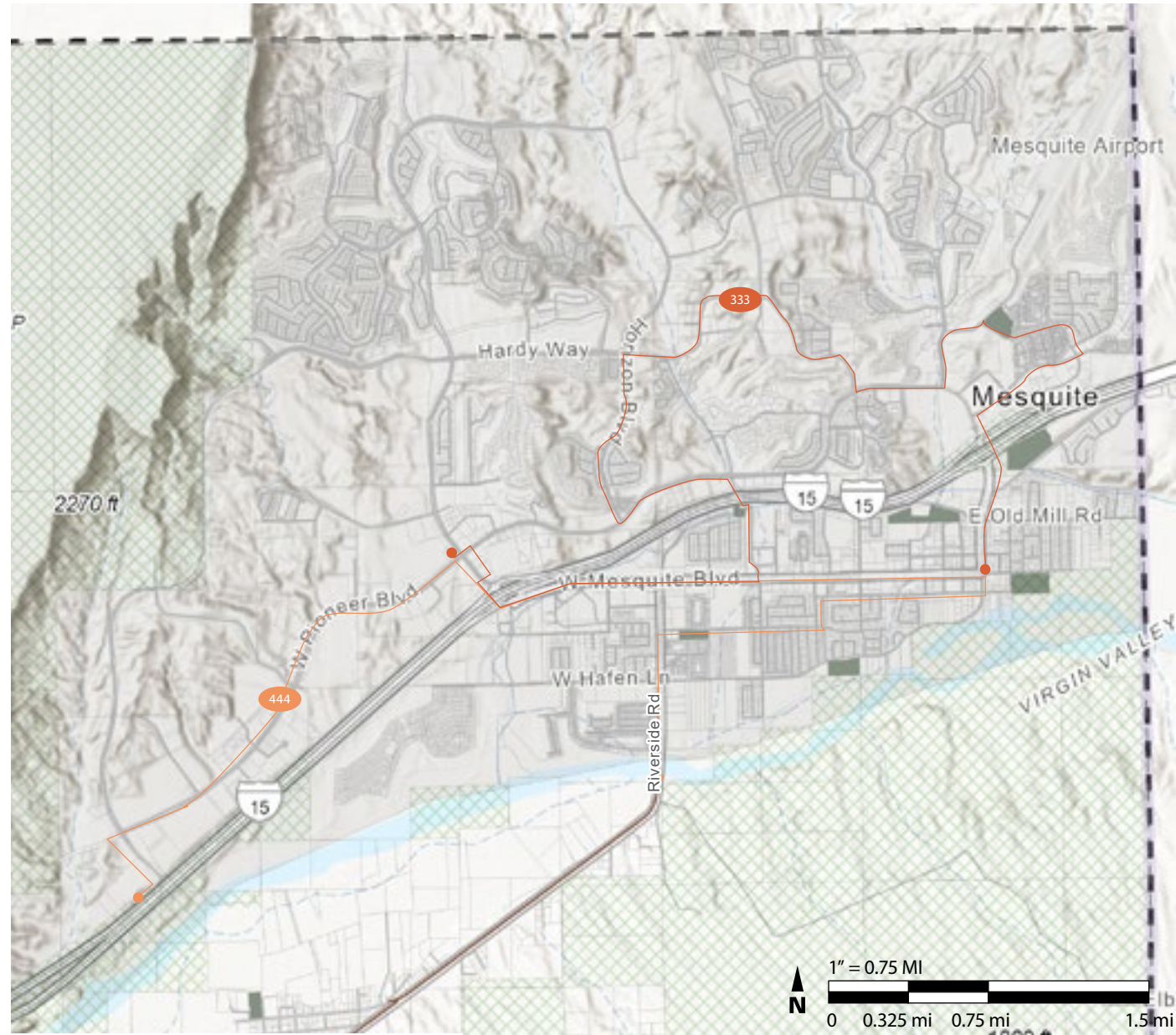
Based on available data, several parks in Mesquite are not available via trails, bike paths, or sidewalks. This includes several parks south of I-15, while parks north of I-15 are generally accessible by bike paths or sidewalks.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.






MESQUITE | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	JENSEN TRAILSIDE PARK
DESTINATION PARK	HUNTER SPORTS PARK
EVERYDAY PARK	VETERANS MEMORIAL PARK
EVERYDAY PARK	THOMAS LEAVITT PARK (COUNTY)

MESQUITE | TRANSIT SERVICES



Legend

-  Public Lands
-  Park
-  Trail
-  Silver Rider Route 333
-  Silver Rider Route 444

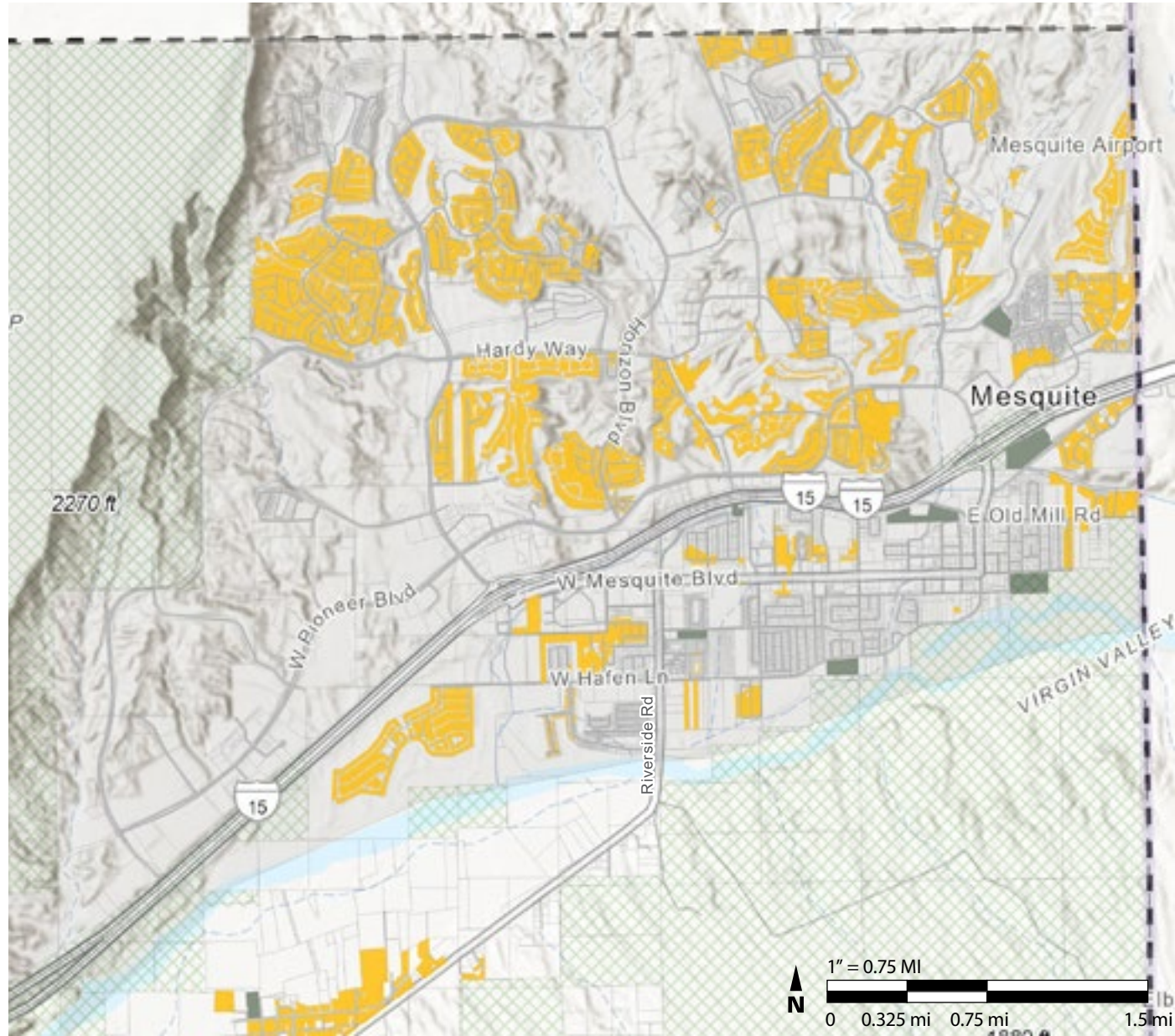
Parks without bus service are not identified on this map due to the following data limitations:

- Complete Silver Rider data was not available in a georeferenced format and was recreated for the study.
- Silver Rider information was not available in the General Transit Feed Specification (GTFS) data format used to conduct transit analysis.

MESQUITE | PARKS WITHOUT BUS SERVICE

This page left intentionally blank. Data is not available about bus access to parks in Mesquite.

MESQUITE | PARK GAPS

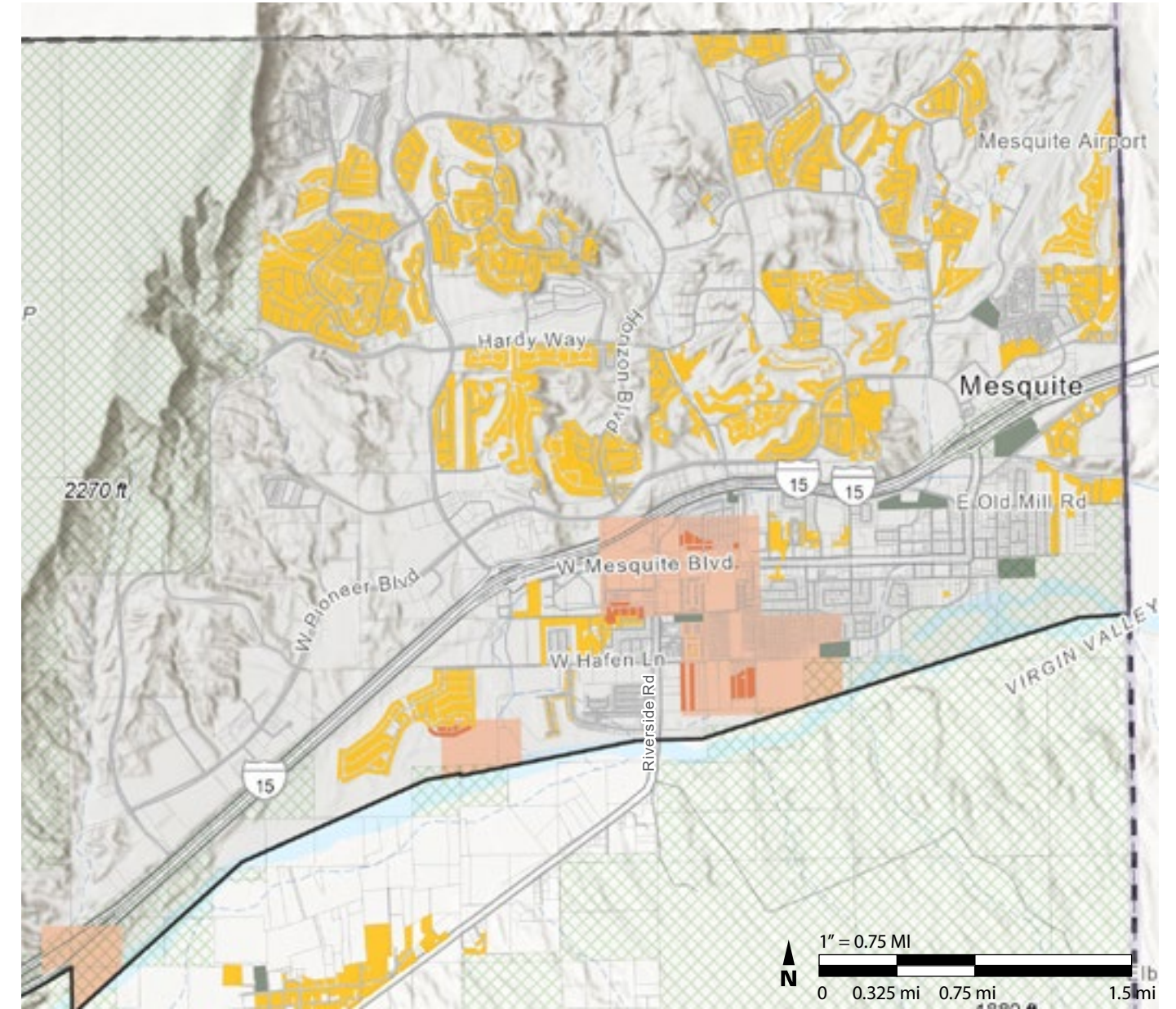






- Legend
-  Public Lands
 -  Priority Parks
 -  Trails
 -  Park Gaps

There are Park Gaps throughout Mesquite. The gaps north of I-15 are partially due to a lack of Priority Parks within close proximity to residences. Gaps south of I-15 result from a combination of limited Priority Park availability and gaps in the trail, bike, and sidewalk network. Limited transit service to Outdoor Experience Parks also contributes to the Park Gaps in Mesquite.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

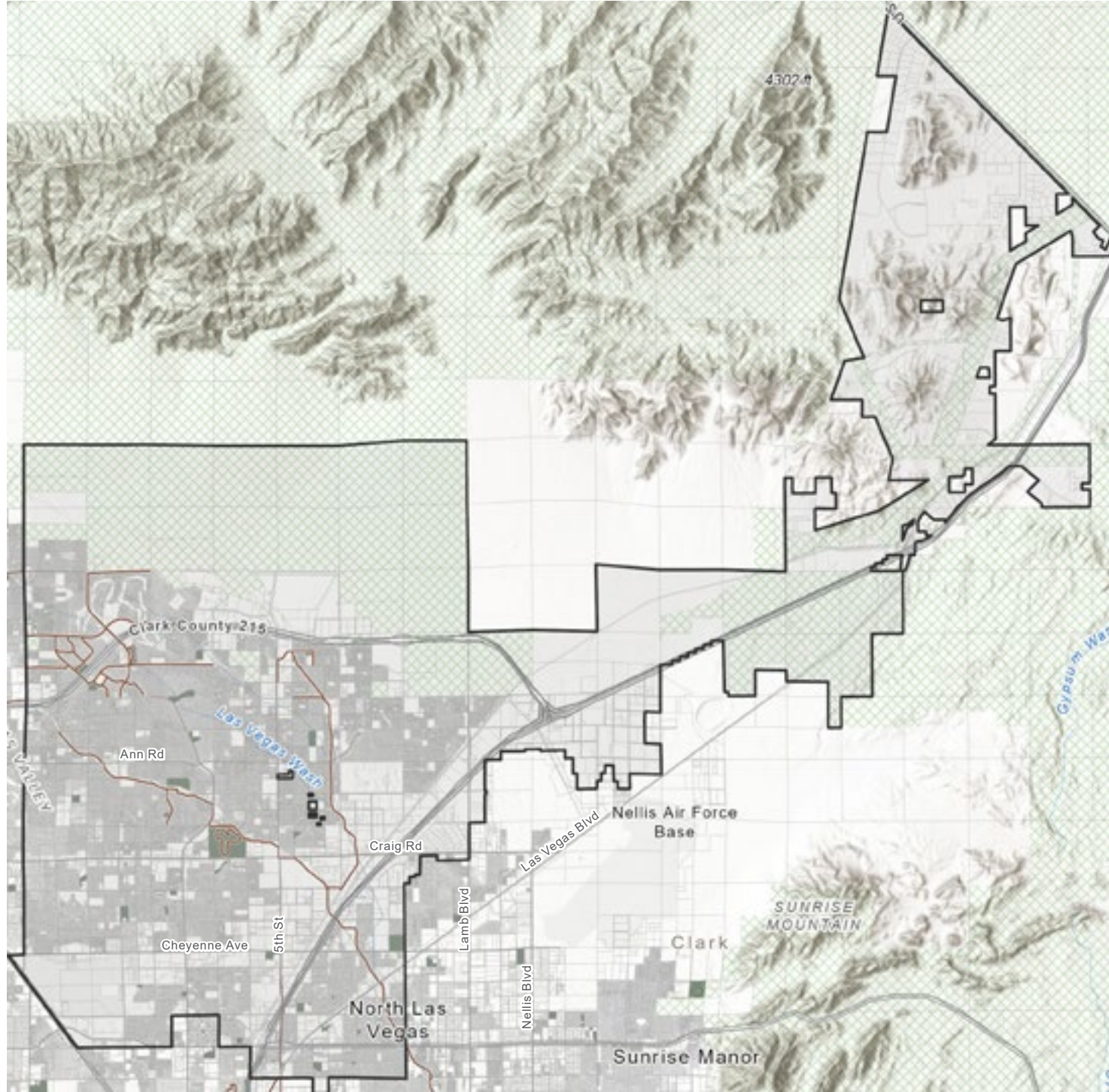
MESQUITE | HIGH-NEEDS NEIGHBORHOODS






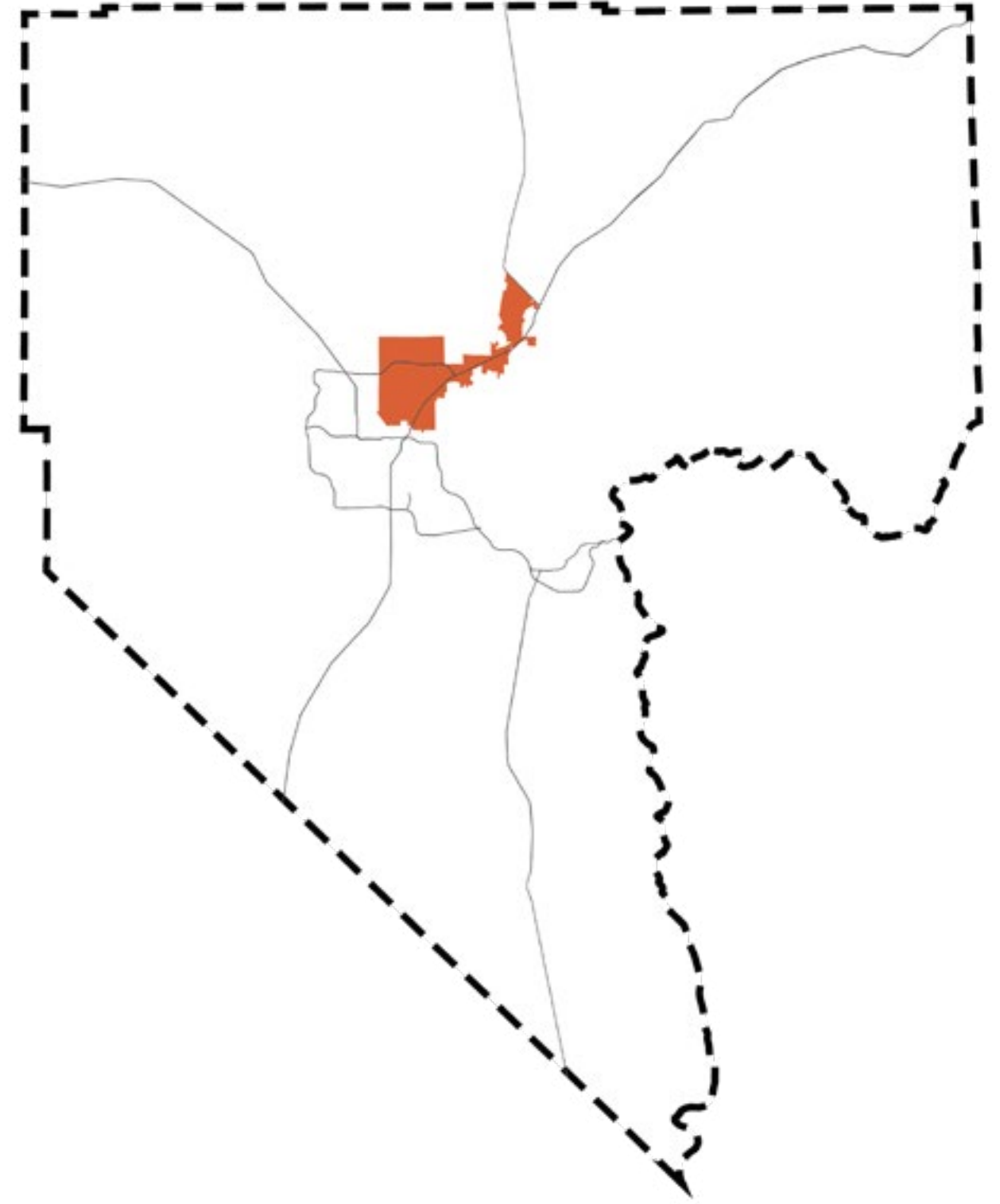
- Legend
-  High-Needs Neighborhoods
 -  Impacted Communities
 -  Residential Park Gaps
 -  Opportunity Zones

High-Needs Neighborhoods in Mesquite are clustered in pockets south of I-15.

NORTH LAS VEGAS | PARKS AND TRAILS



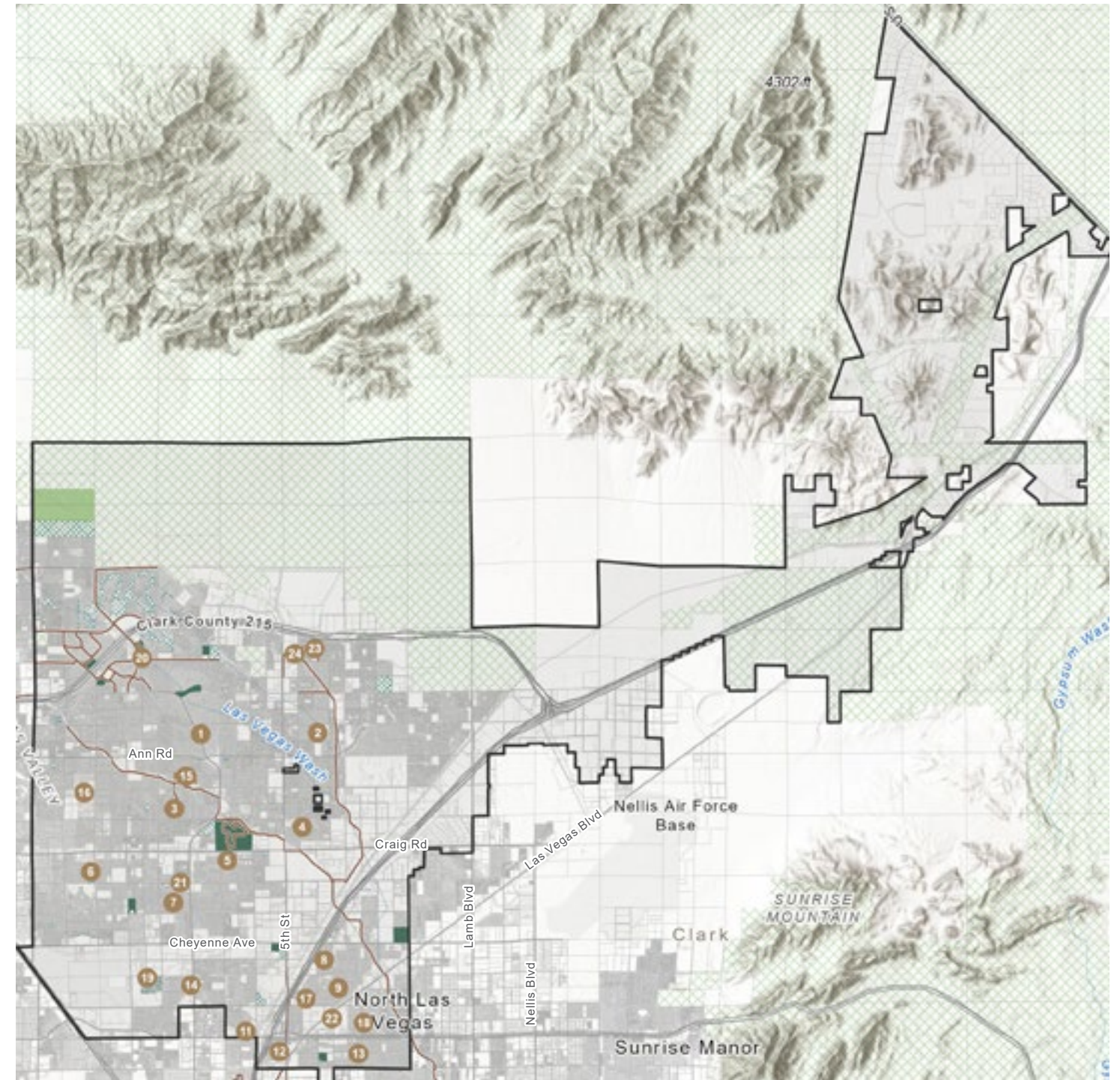
- Legend
-  Public Lands
 -  Park
 -  Trail



NORTH LAS VEGAS | EVERYDAY PARKS

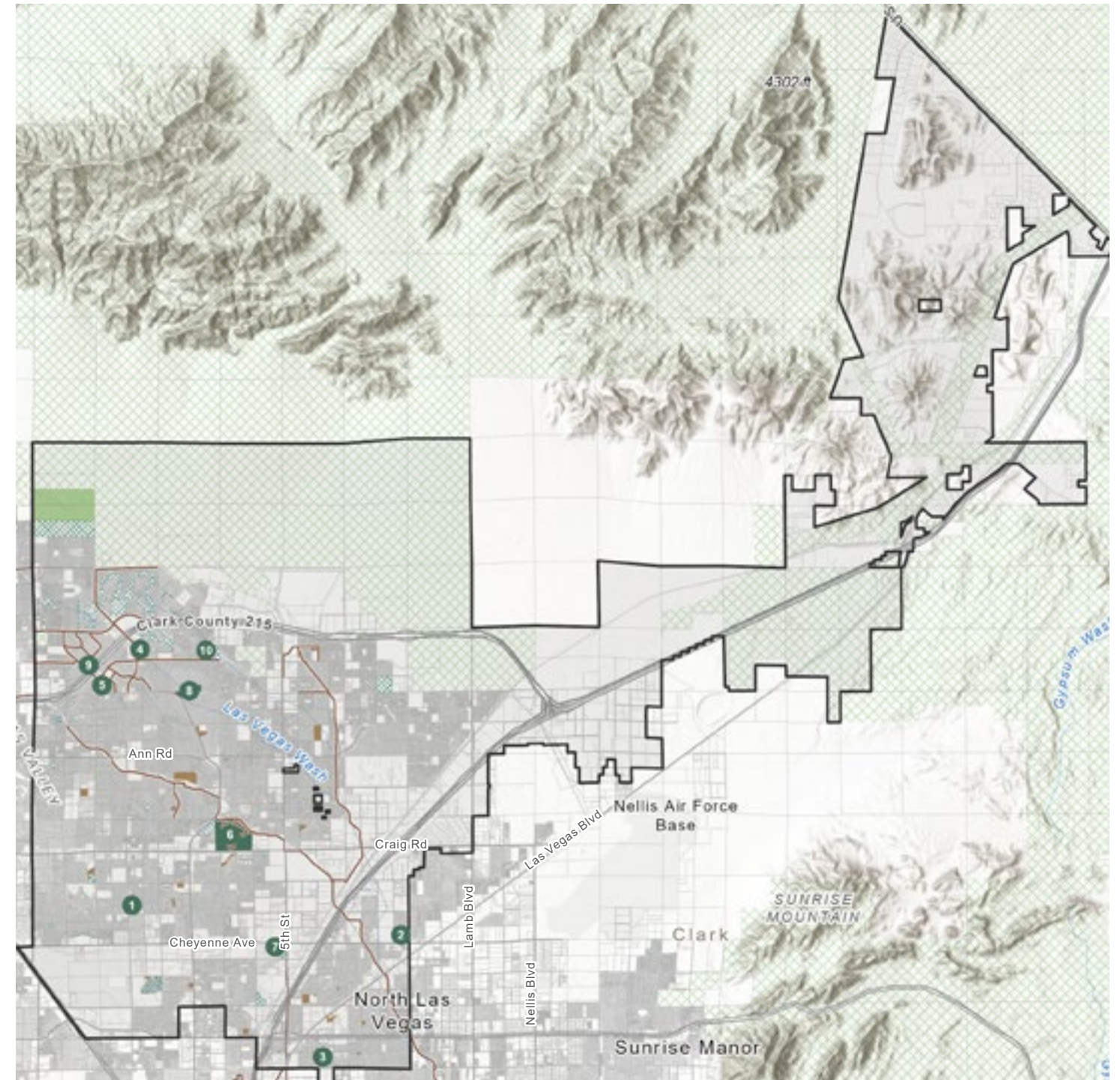
#	Name
1	ELDORADO PARK
2	TROPICAL BREEZE PARK
3	MONTE VISTA PARK
4	RICHARD TAM PARK
5	GOLD CREST PARK
6	FLORES PARK
7	CHEYENNE RIDGE PARK
8	BROOKS TOT LOT
9	BORIS TERRACE PARK
10	ROTARY TOT LOT
11	VALLEY VIEW PARK
12	TONOPAH PARK
13	COLLEGE PARK
14	PRENTISS WALKER PARK
15	SANDSTONE RIDGE PARK
16	THERON H. GOYNES PARK
17	PETITTI PARK
18	JOE KNEIP PARK
19	ANNIE WALKER PARK
20	ALIANTE LIBRARY PARK
21	ALEXANDER LIBRARY PARK
22	LIBERTY PARK
23	SADDLEBROOK PARK
24	VILLAGES OF TULE PARK - VILLAGE 4 PARK

Map depicts City of North Las Vegas park inventory. Other jurisdictions' parks were included in access analysis.



NORTH LAS VEGAS | DESTINATION PARKS

#	Name
1	DESERT HORIZONS PARK
2	CHEYENNE SPORTS COMPLEX
3	HARTKE PARK
4	NATURE DISCOVERY PARK
5	DEER SPRINGS PARK
6	CRAIG RANCH REGIONAL PARK
7	CITY VIEW PARK
8	SEASTRAND PARK
9	AVIARY PARK
10	VILLAGE OF TULE SPRINGS REGIONAL PARK



Legend

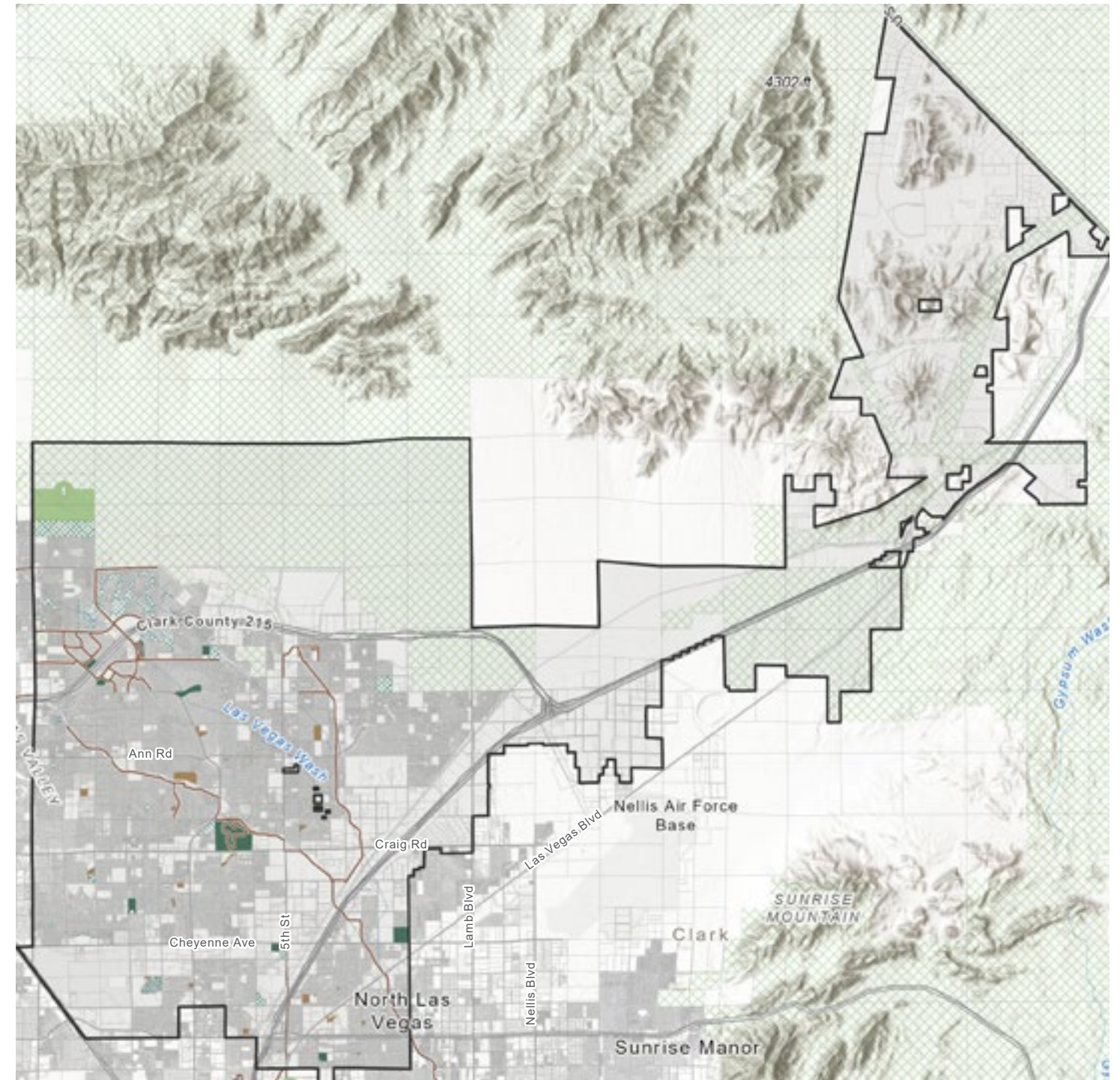
-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

Map depicts City of North Las Vegas park inventory. Other jurisdictions' parks were included in access analysis.



NORTH LAS VEGAS | OUTDOOR EXPERIENCE PARKS

#	Name
1	TULE SPRINGS FOSSIL BED NATIONAL MONUMENT



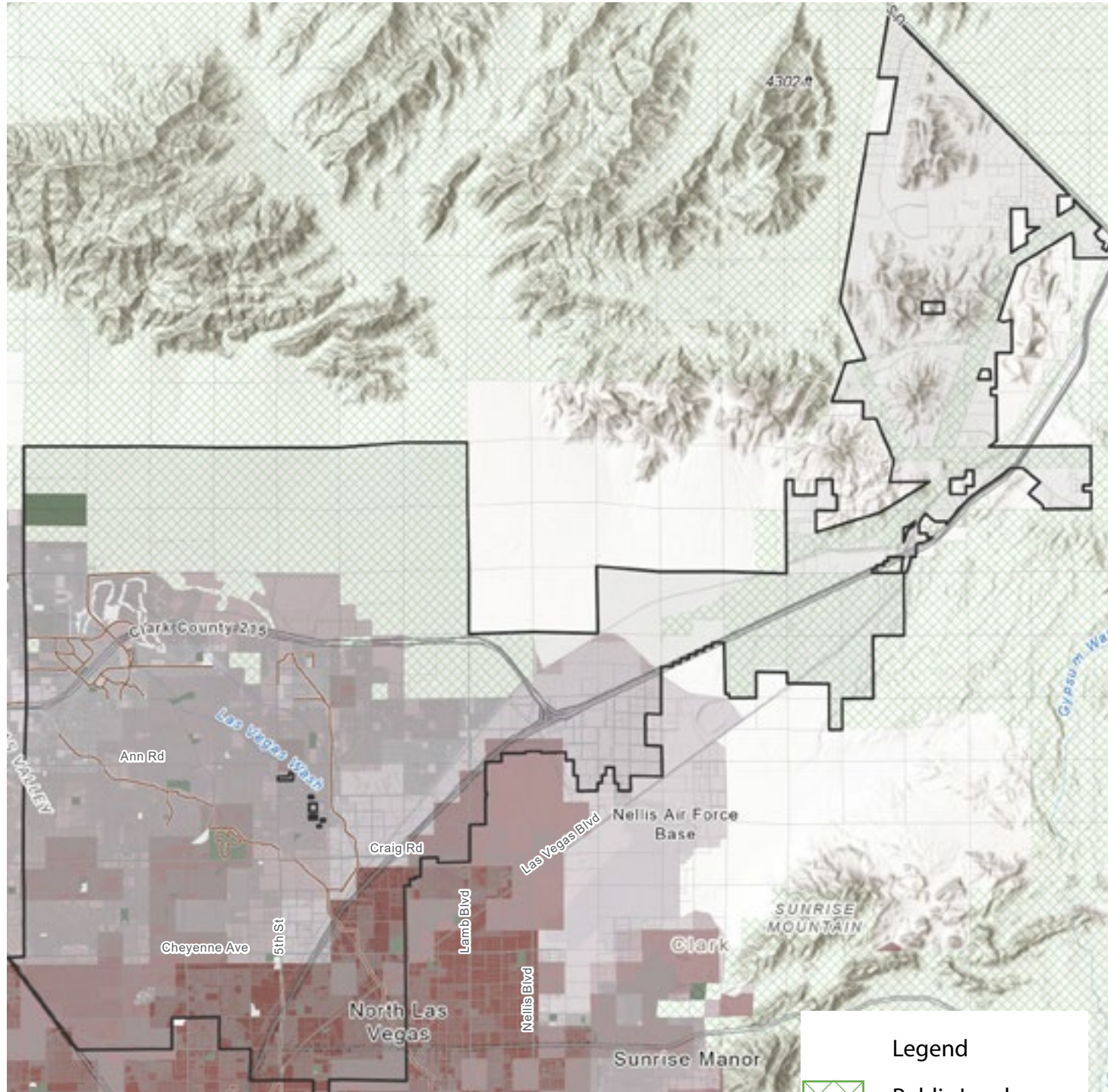
Legend

-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

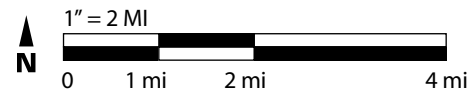
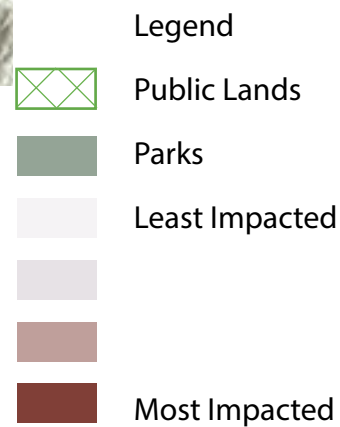
Map depicts City of North Las Vegas park inventory. Other jurisdictions' parks were included in access analysis.



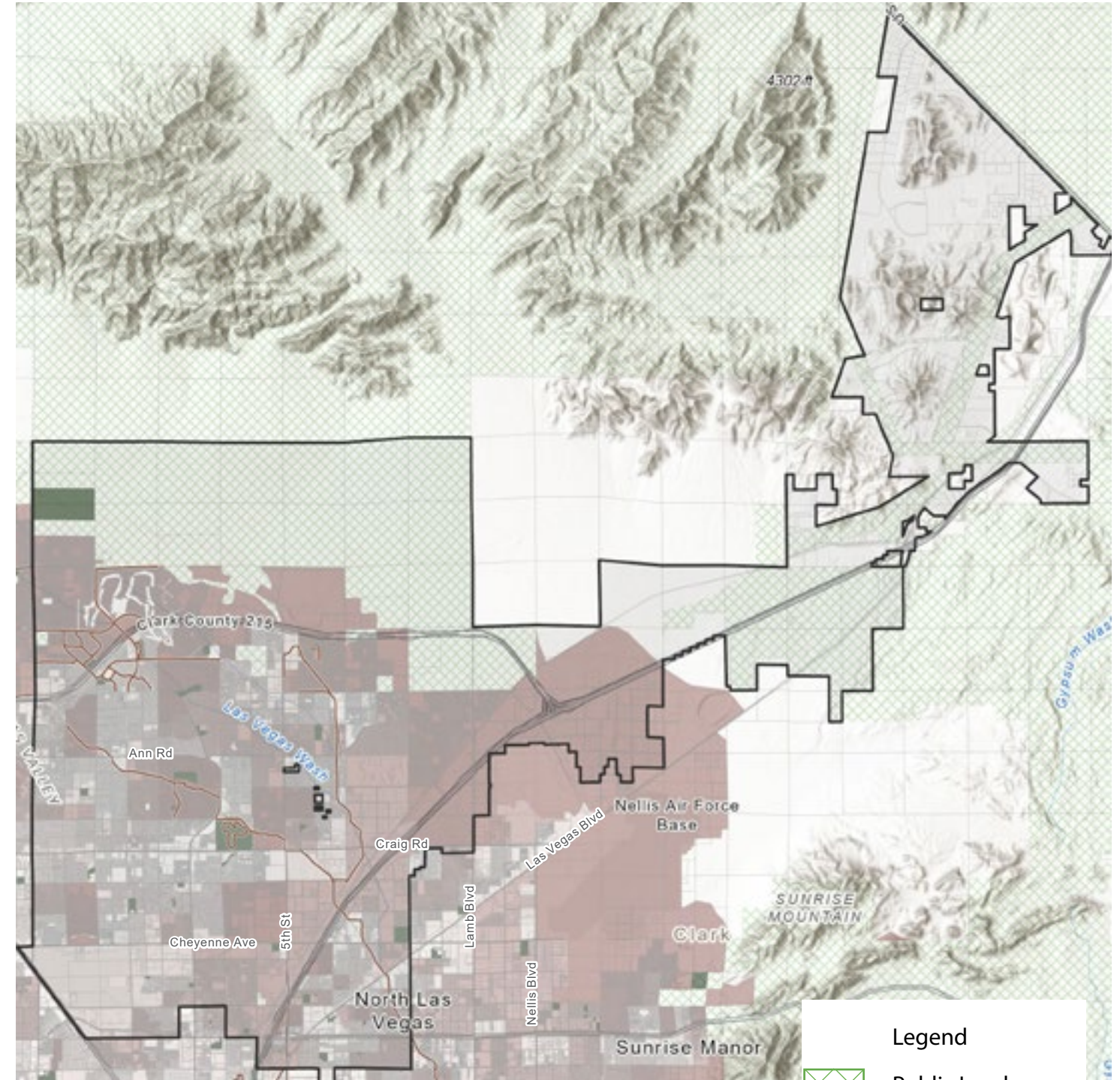
NORTH LAS VEGAS | IMPACTED COMMUNITIES



Impacted Communities are concentrated on the south side of North Las Vegas. This includes neighborhoods north of the North Las Vegas Airport, east of Clayton Street and south of Cheyenne Avenue, and southeast of I-15.



NORTH LAS VEGAS | PEDESTRIAN IMPROVEMENTS

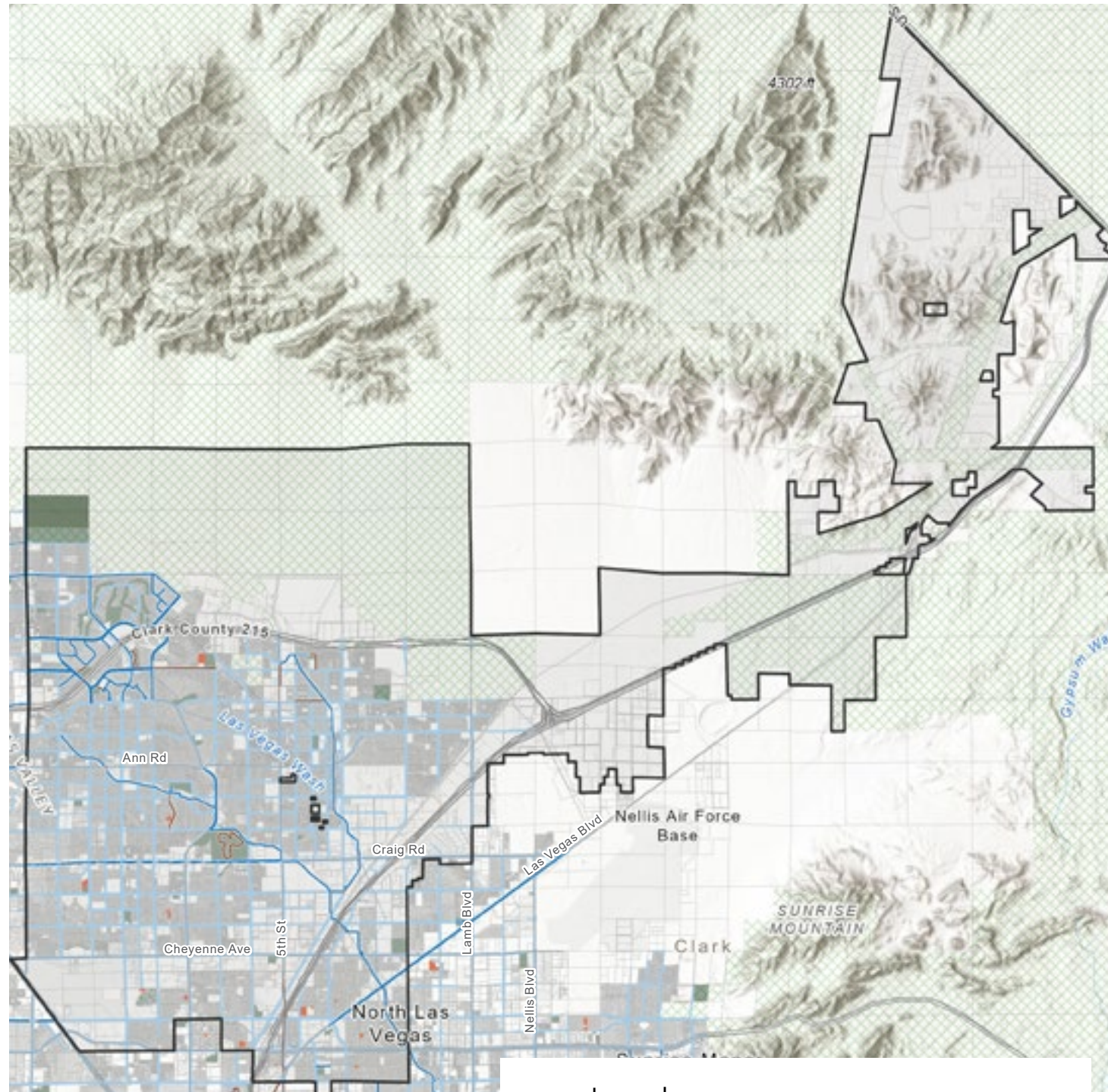


Pedestrian improvements are most needed on the north and east sides of North Las Vegas. There are pockets of relatively low walkability distributed throughout the city.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



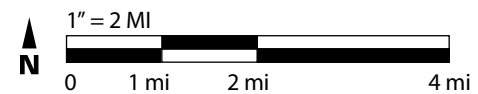
NORTH LAS VEGAS | TRAILS, BIKE PATHS, SIDEWALKS



These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

Legend

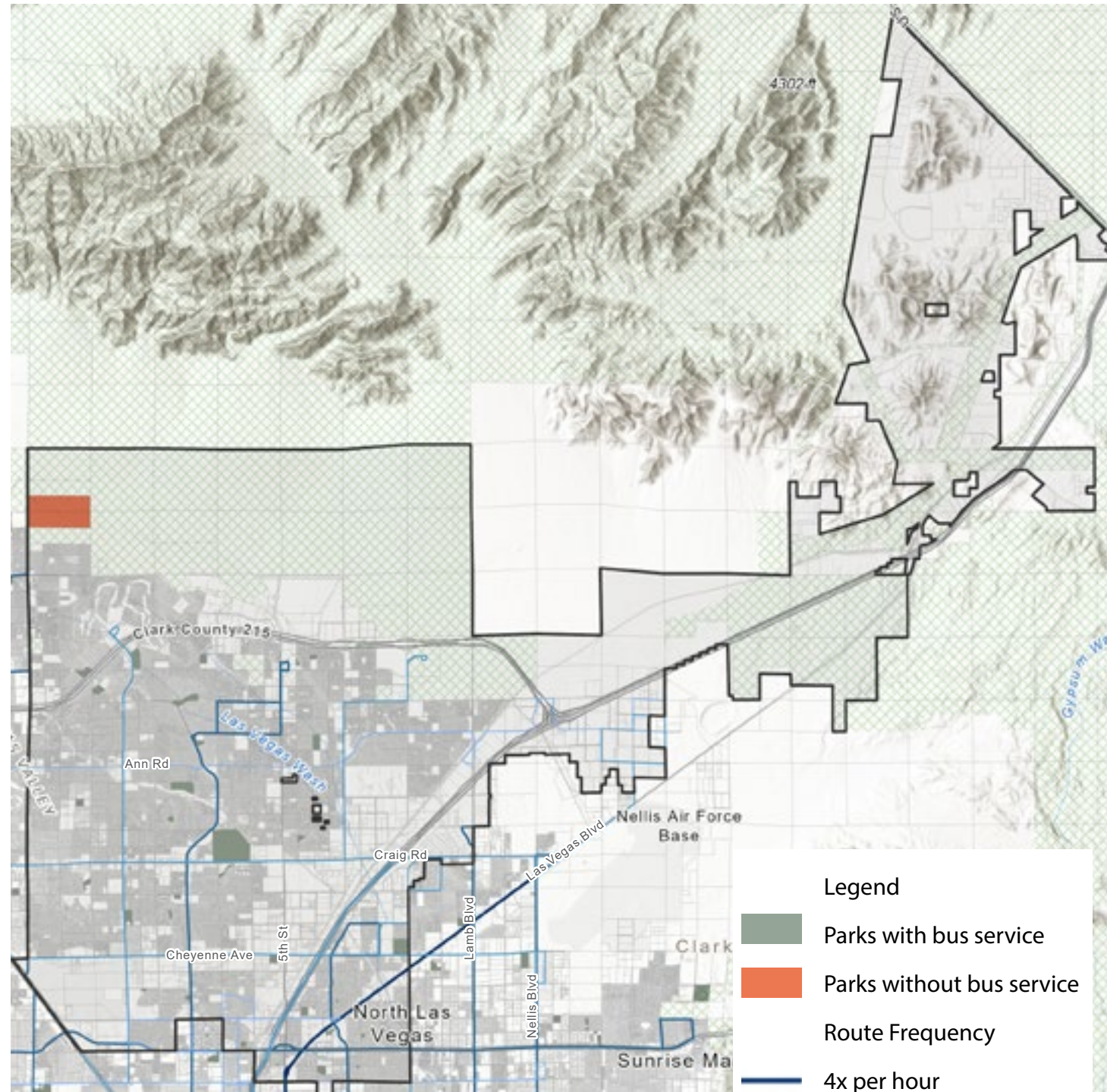
- Urban Trails
- High-Comfort Bike Lanes
- Sidewalks
- Parks with Trail, Bike, or Sidewalk Access
- Parks without Trail, Bike, or Sidewalk Access



NORTH LAS VEGAS | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	MONTE VISTA PARK
EVERYDAY PARK	CHEYENNE RIDGE PARK
EVERYDAY PARK	BROOKS TOT LOT
EVERYDAY PARK	BORIS TERRACE PARK
EVERYDAY PARK	ROTARY TOT LOT
EVERYDAY PARK	VALLEY VIEW PARK
EVERYDAY PARK	TONOPAH PARK
EVERYDAY PARK	COLLEGE PARK
EVERYDAY PARK	PRENTISS WALKER PARK
EVERYDAY PARK	PETITTI PARK & POOL
EVERYDAY PARK	JOE KNEIP PARK

NORTH LAS VEGAS | FIXED-ROUTE BUS SERVICE



Priority transit routes for connecting to parks in North Las Vegas include the following:

Route 105: Frequent connection (3x per hour) to multiple parks, including Craig Ranch Park (Destination Park).

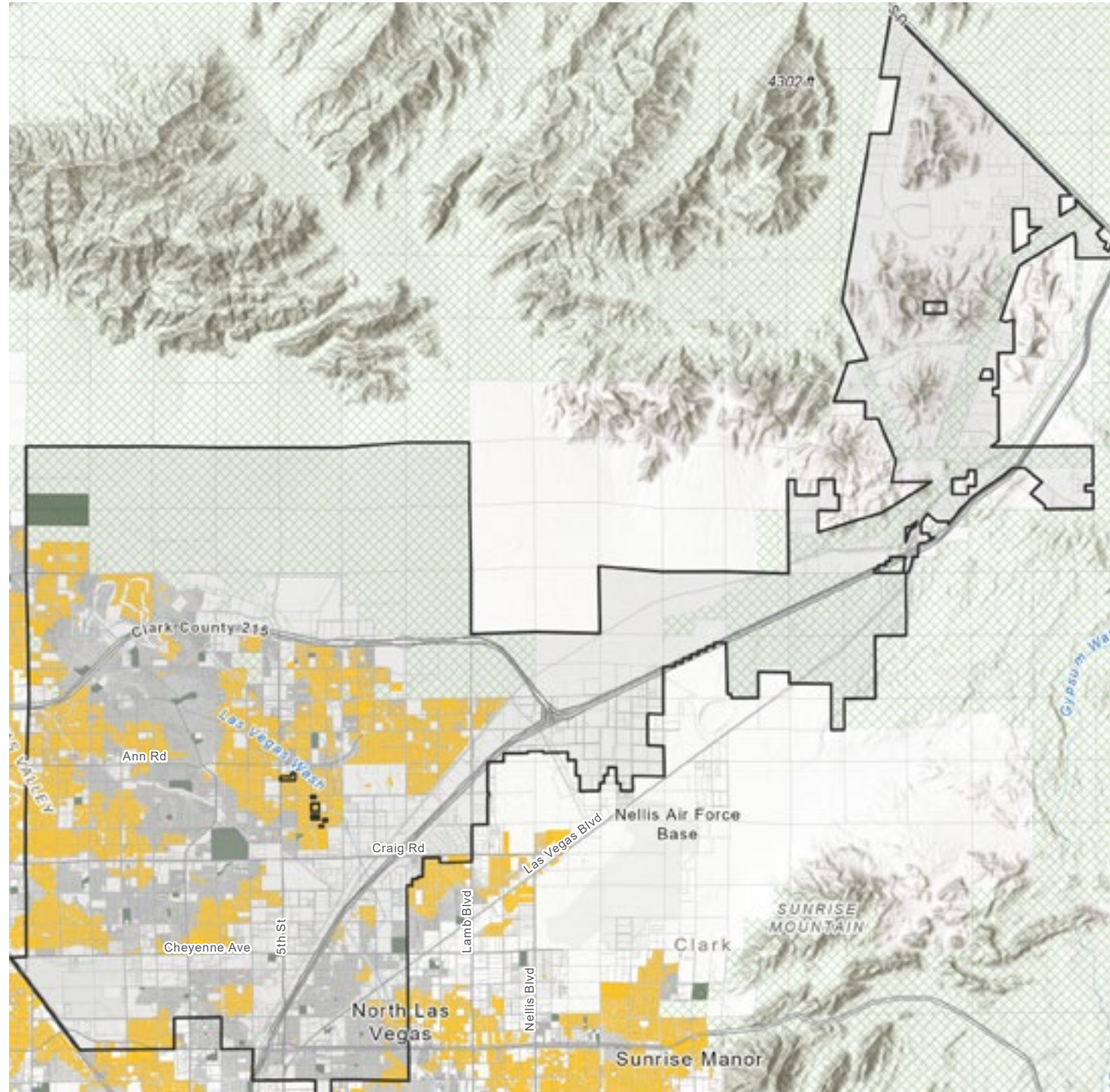
Route 119: Connection (2x per hour) to multiple parks, including Nature Discovery Park (Destination Park).

Route 210: Frequent connection (3x per hour) to trailheads and hiking areas.

NORTH LAS VEGAS | PARKS WITHOUT BUS SERVICE

This page left intentionally blank. All Priority Parks in North Las Vegas are within 0.5 mile of a bus stop.

NORTH LAS VEGAS | PARK GAPS



Legend

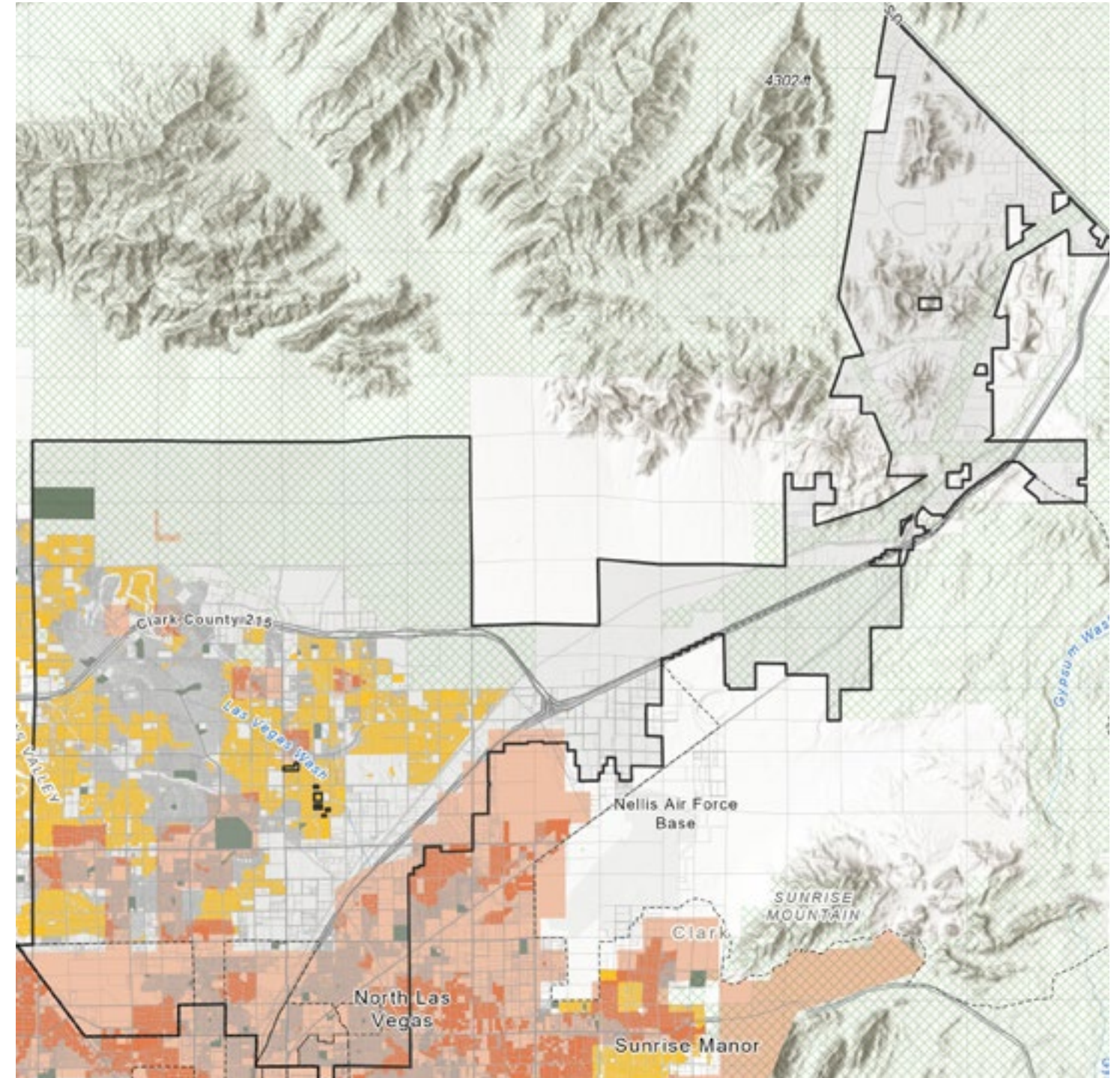
-  Public Lands
-  Priority Parks
-  Trails
-  Park Gaps

Park Gaps are dispersed throughout North Las Vegas, with the largest concentrations on the west side and in the area between I-15 and Highway 215.





Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.



NORTH LAS VEGAS | HIGH-NEEDS NEIGHBORHOODS



Legend

-  High-Needs Neighborhoods
-  Impacted Communities
-  Residential Park Gaps
-  Opportunity Zones

There are High-Needs Neighborhoods dispersed throughout North Las Vegas.



UNINCORPORATED CLARK COUNTY

This section is included as reference for the available maps in Unincorporated Clark County and any relevant notes on data limitations. For more information about data limitations, reference page 17 in the main TAP Study document.

BLUE DIAMOND

Included:

- Parks and Trails
- Everyday Parks
- Outdoor Experience Parks
- Park Gaps

Not Included:

- Destination Parks: There are no Destination Parks in the Blue Diamond area.
- Impacted Communities: There are no Impacted Communities in the Blue Diamond area.
- Pedestrian Improvements: There is not sufficient data to identify areas in need of pedestrian improvements in the Blue Diamond area.
- Trails, Bike Paths, Sidewalks: There is no trail, bike path, or sidewalk data available for the Blue Diamond area.
- Fixed-Route Bus Service: There is no fixed-route bus service data available for the Blue Diamond area.
- High-Needs Neighborhoods: There are no High-Needs Neighborhoods in the Blue Diamond area.

ENTERPRISE

Included:

- Parks and Trails
- Everyday Parks
- Destination Parks
- Outdoor Experience Parks

- Impacted Communities
- Pedestrian Improvements
- Trails, Bike Paths, Sidewalks
- Fixed-Route Bus Service
- Park Gaps
- High-Needs Neighborhoods

LAUGHLIN

Included:

- Parks and Trails
- Destination Parks
- Outdoor Experience Parks
- Impacted Communities
- Pedestrian Improvements
- Trails, Bike Paths, Sidewalks
- Fixed-Route Bus Service
- Park Gaps
- High-Needs Neighborhoods

Not Included:

- Everyday Parks: There are no Everyday Parks in the Laughlin area.
- Parks without Transit Connection: There is not sufficient data to identify parks without a transit stop nearby in Laughlin. Complete Silver Rider data was not available in a georeferenced format and was recreated for the study. Silver Rider information was not available in the General Transit Feed Specification (GTFS) data format used to conduct transit analysis.

MOAPA VALLEY

Included:

- Parks and Trails
- Everyday Parks

- Destination Parks
- Outdoor Experience Parks
- Park Gaps

Not Included:

- Impacted Communities: There are no Impacted Communities in the Moapa Valley area.
- Pedestrian Improvements: There is not sufficient data to identify areas in need of pedestrian improvements in the Moapa Valley area.
- Trails, Bike Paths, Sidewalks: There is no trail, bike path, or sidewalk data available for the Moapa Valley area.
- Fixed-Route Bus Service: There is no fixed-route bus service data available for the Moapa Valley area.
- High-Needs Neighborhoods: There are no High-Needs Neighborhoods in the Moapa Valley area.

MOUNT CHARLESTON/KYLE CANYON

Included:

- Park Gaps

Not Included:

- Parks and Trails: Data regarding access to recreational areas within the Spring Mountains National Recreational Area was not available. While residential areas in the Mount Charleston and Kyle Canyon area are within close proximity to this Outdoor Experience Park, park access could not be determined and park gaps were identified for these areas.
- Everyday Parks: There are no Everyday Parks in the Mount Charleston/Kyle Canyon area.
- Destination Parks: There are no Destination Parks in the Mount Charleston/Kyle Canyon area.
- Outdoor Experience Parks: Data regarding access to recreational areas within the Spring Mountains National Recreational Area was not

available. While residential areas in the Mount Charleston and Kyle Canyon area are within close proximity to this Outdoor Experience Park, park access could not be determined and park gaps were identified for these areas.

- Impacted Communities: There are no Impacted Communities in the Mount Charleston/Kyle Canyon area.
- Pedestrian Improvements: There is not sufficient data to identify areas in need of pedestrian improvements in the Mount Charleston/Kyle Canyon area.
- Trails, Bike Paths, Sidewalks: There is no trail, bike path, or sidewalk data available for the Mount Charleston/Kyle Canyon area.
- Fixed-Route Bus Service: There is no fixed-route bus service data available for the Mount Charleston/Kyle Canyon area.
- High-Needs Neighborhoods: There are no High-Needs Neighborhoods in the Mount Charleston/Kyle Canyon area.

PARADISE/WINCHESTER

Included:

- Parks and Trails
- Everyday Parks
- Destination Parks
- Impacted Communities
- Pedestrian Improvements
- Trails, Bike Paths, Sidewalks
- Fixed-Route Bus Service
- Park Gaps
- High-Needs Neighborhoods

Not Included:

- Outdoor Experience Parks: There are no Outdoor Experience Parks in the Paradise/Winchester area.

SANDY VALLEY

Included:

- Parks and Trails
- Destination Parks
- Park Gaps

Not Included:

- Destination Parks: There are no Destination Parks in the Sandy Valley area.
- Outdoor Experience Parks: There is not sufficient data to identify Outdoor Experience Parks in the Sandy Valley area.
- Impacted Communities: There are no Impacted Communities in the Sandy Valley area.
- Pedestrian Improvements: There is not sufficient data to identify areas in need of pedestrian improvements in the Sandy Valley area.
- Trails, Bike Paths, Sidewalks: There is no trail, bike path, or sidewalk data available for the Sandy Valley area.
- Fixed-Route Bus Service: There is no fixed-route bus service data available for the Sandy Valley area.
- High-Needs Neighborhoods: There are no High-Needs Neighborhoods in the Sandy Valley area.

SEARCHLIGHT

Included:

- Parks and Trails
- Everyday Parks
- Park Gaps

Not Included:

- Destination Parks: There are no Destination Parks in the Searchlight area.

- Outdoor Experience Parks: There are no Outdoor Experience Parks in the Searchlight area.
- Impacted Communities: There are no Impacted Communities in the Searchlight area.
- Pedestrian Improvements: There is not sufficient data to identify areas in need of pedestrian improvements in the Searchlight area.
- Trails, Bike Paths, Sidewalks: There is no trail, bike path, or sidewalk data available for the Searchlight area.
- Fixed-Route Bus Service: There is no fixed-route bus service data available for the Searchlight area.
- High-Needs Neighborhoods: There are no High-Needs Neighborhoods in the Searchlight area.

SPRING VALLEY

Included:

- Parks and Trails
- Everyday Parks
- Destination Parks
- Outdoor Experience Parks
- Impacted Communities
- Pedestrian Improvements
- Trails, Bike Paths, Sidewalks
- Fixed-Route Bus Service
- Park Gaps
- High-Needs Neighborhoods

SUMMERLIN SOUTH

Included:

- Parks and Trails
- Everyday Parks
- Destination Parks

- Impacted Communities
- Pedestrian Improvements
- Trails, Bike Paths, Sidewalks
- Fixed-Route Bus Service
- Park Gaps
- High-Needs Neighborhoods

Not Included:

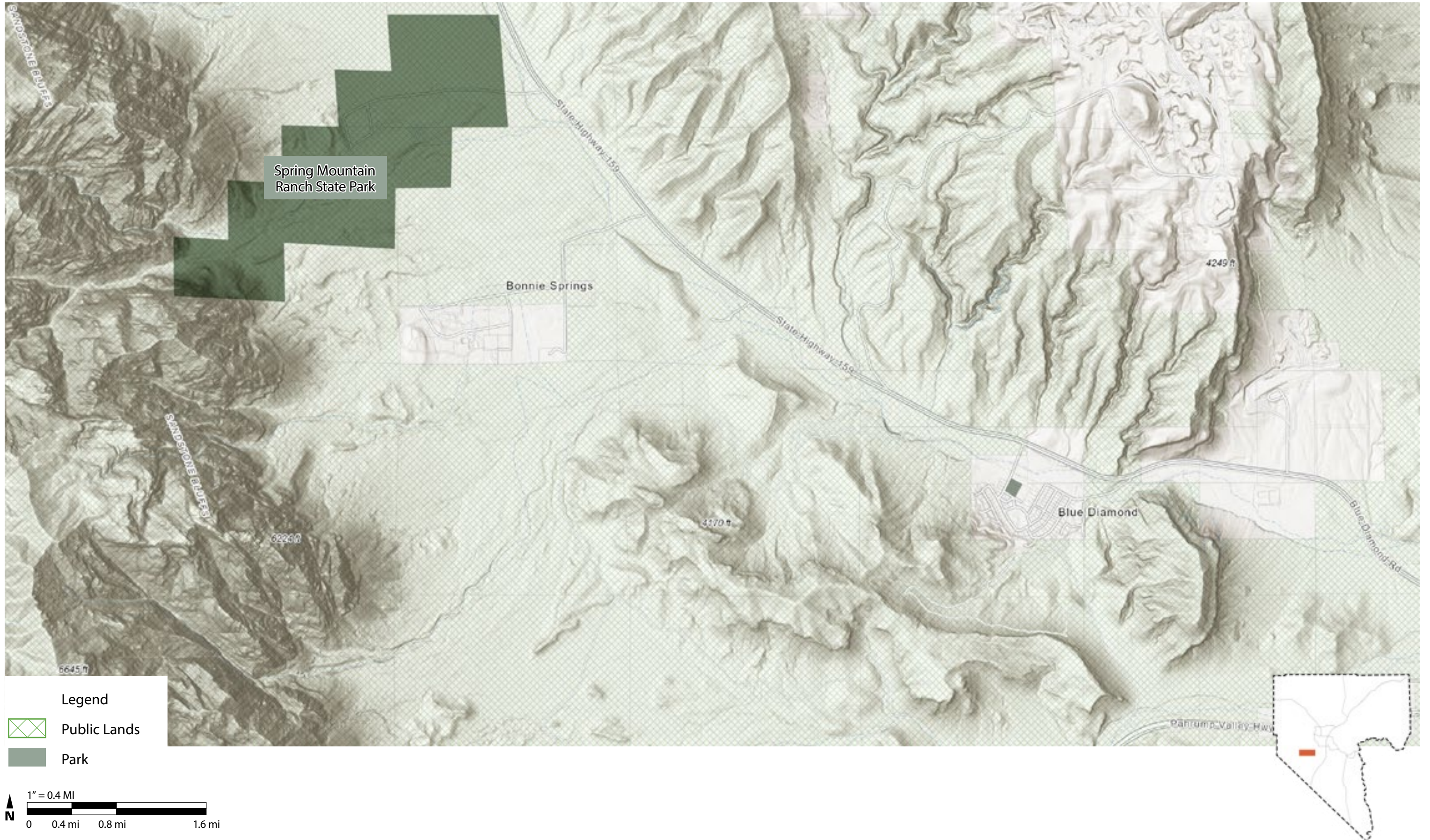
- Outdoor Experience Parks: There are no Outdoor Experience Parks in the Summerlin South area.

WHITNEY/SUNRISE MANOR

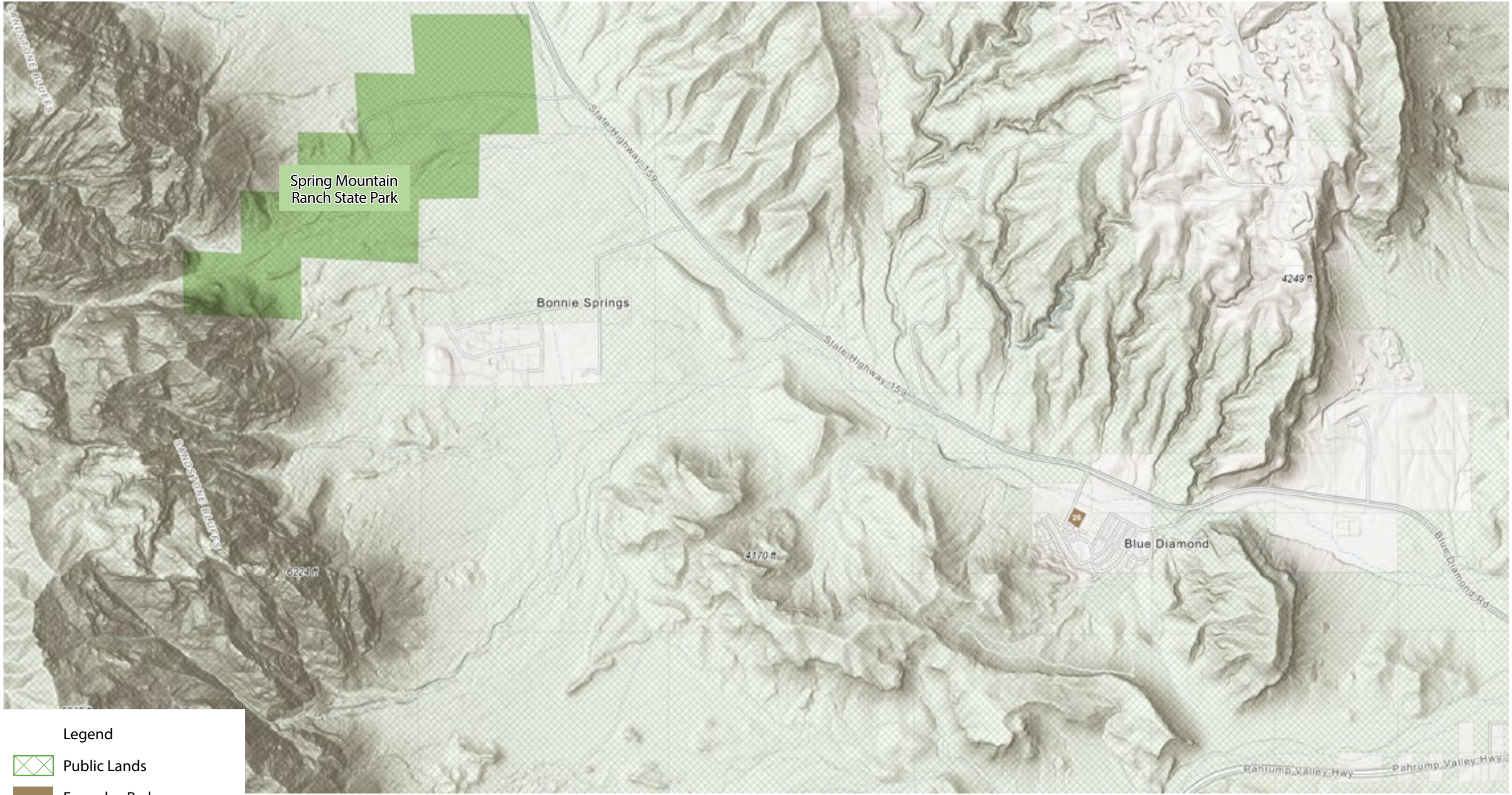
Included:

- Parks and Trails
- Everyday Parks
- Destination Parks
- Outdoor Experience Parks
- Impacted Communities
- Pedestrian Improvements
- Trails, Bike Paths, Sidewalks
- Fixed-Route Bus Service
- Park Gaps
- High-Needs Neighborhoods




BLUE DIAMOND | PARKS AND TRAILS



BLUE DIAMOND | EVERYDAY PARKS

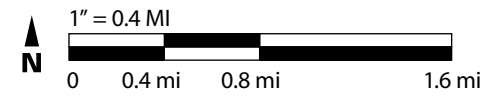


Legend

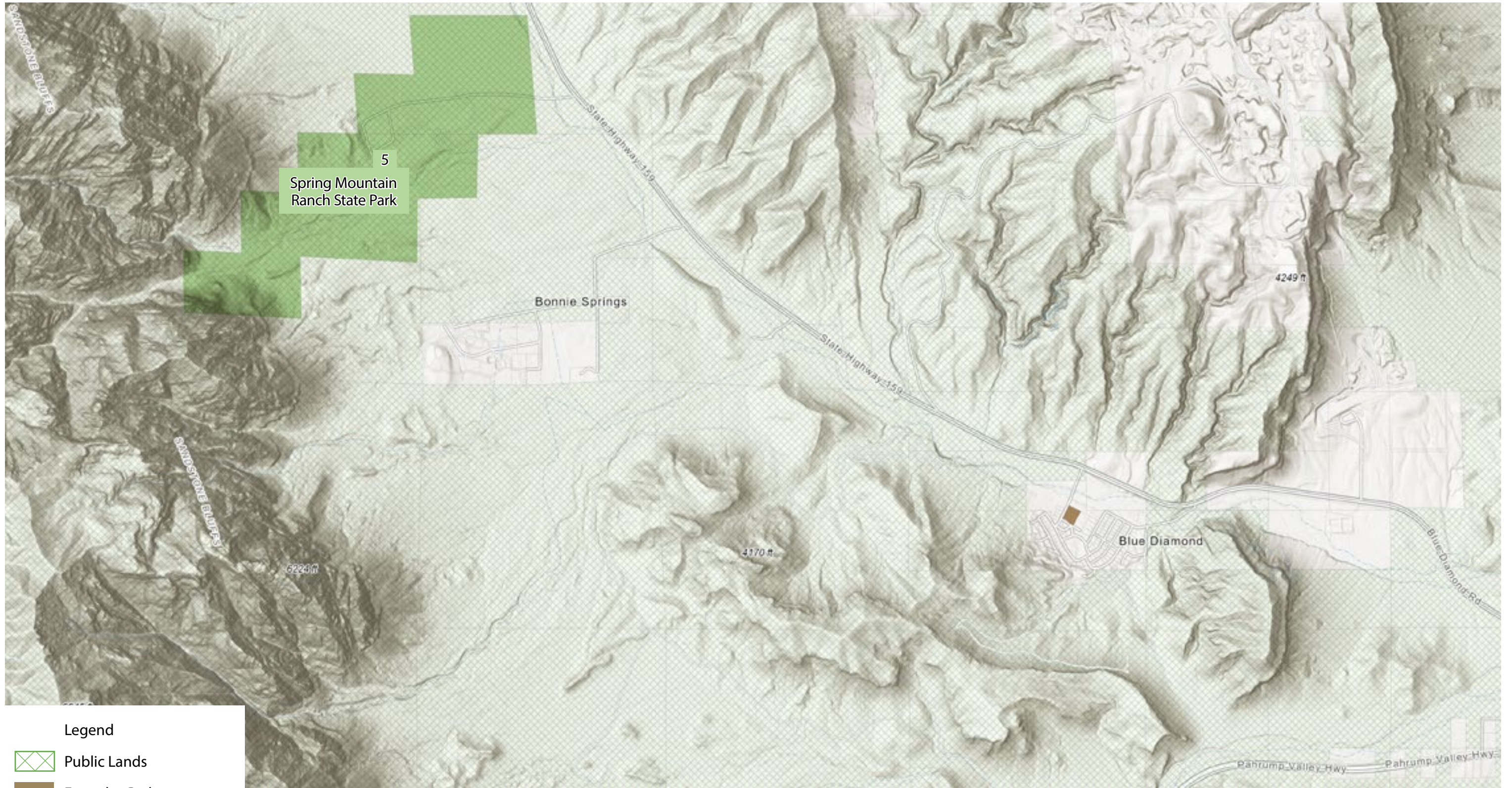
-  Public Lands
-  Everyday Parks
-  Outdoor Experience Parks




#	Name
26	BLUE DIAMOND PARK

There are no Destination Parks in the Blue Diamond area.



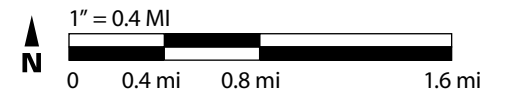
BLUE DIAMOND | OUTDOOR EXPERIENCE PARKS



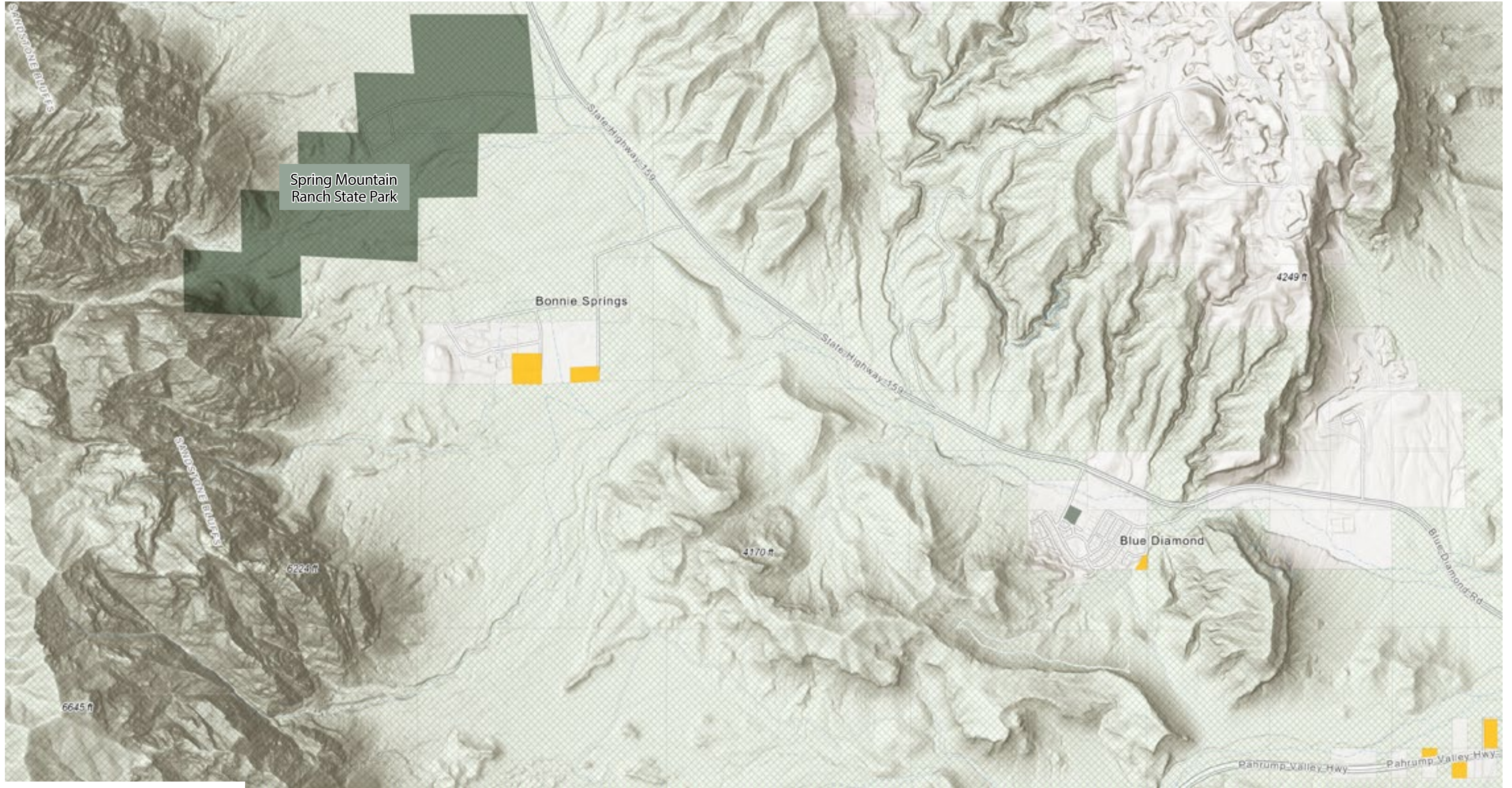
- Legend**
-  Public Lands
 -  Everyday Parks
 -  Outdoor Experience Parks

#	Name
5	SPRING MOUNTAIN RANCH STATE PARK

There are no Destination Parks in the Blue Diamond area.



BLUE DIAMOND | PARK GAPS

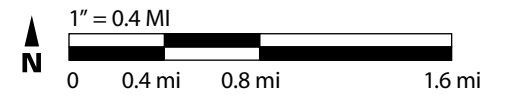


Legend

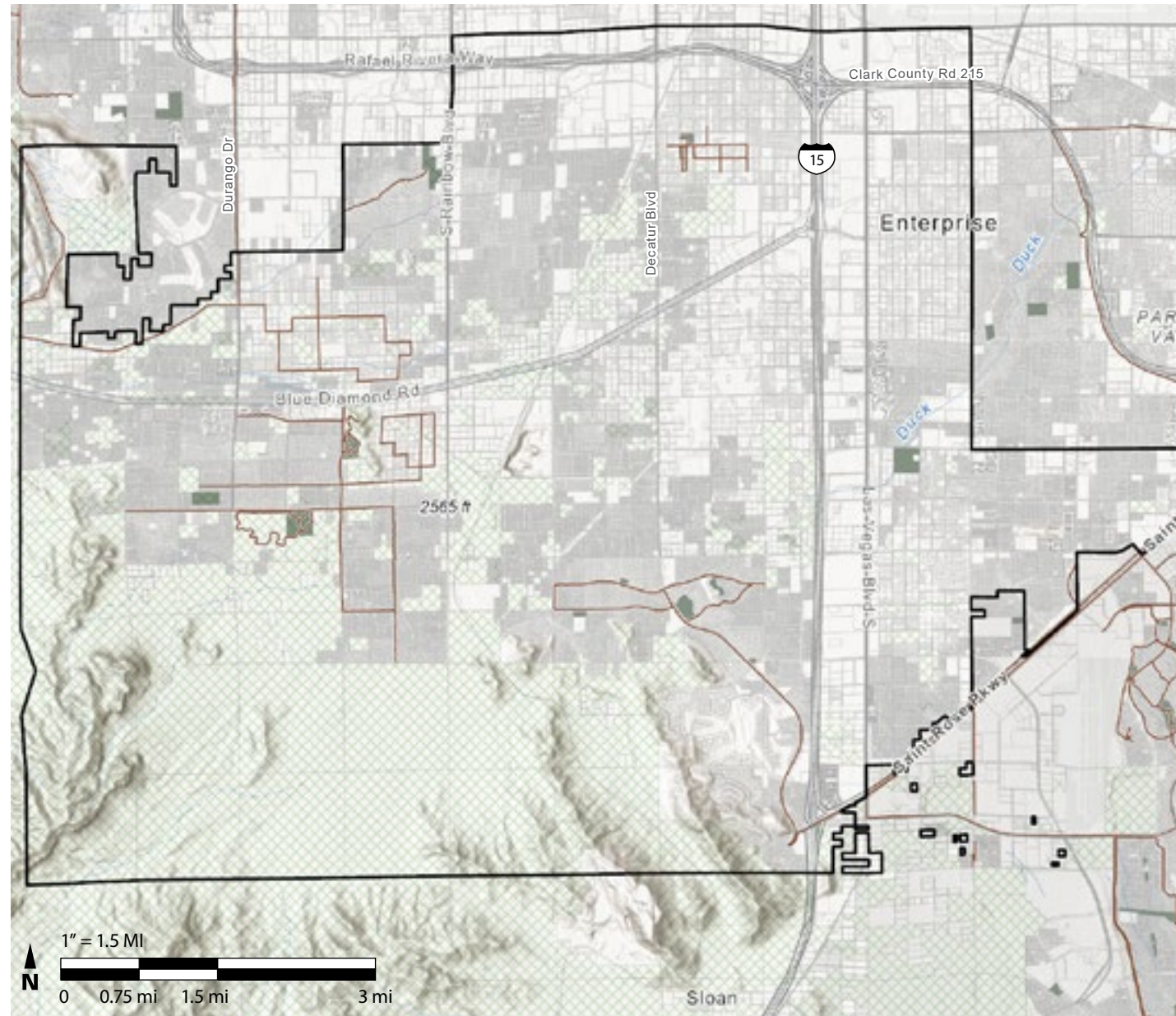
-  Public Lands
-  Park Gaps





Full analysis for the Blue Diamond area was limited by data availability. These Park Gaps are considered preliminary.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.



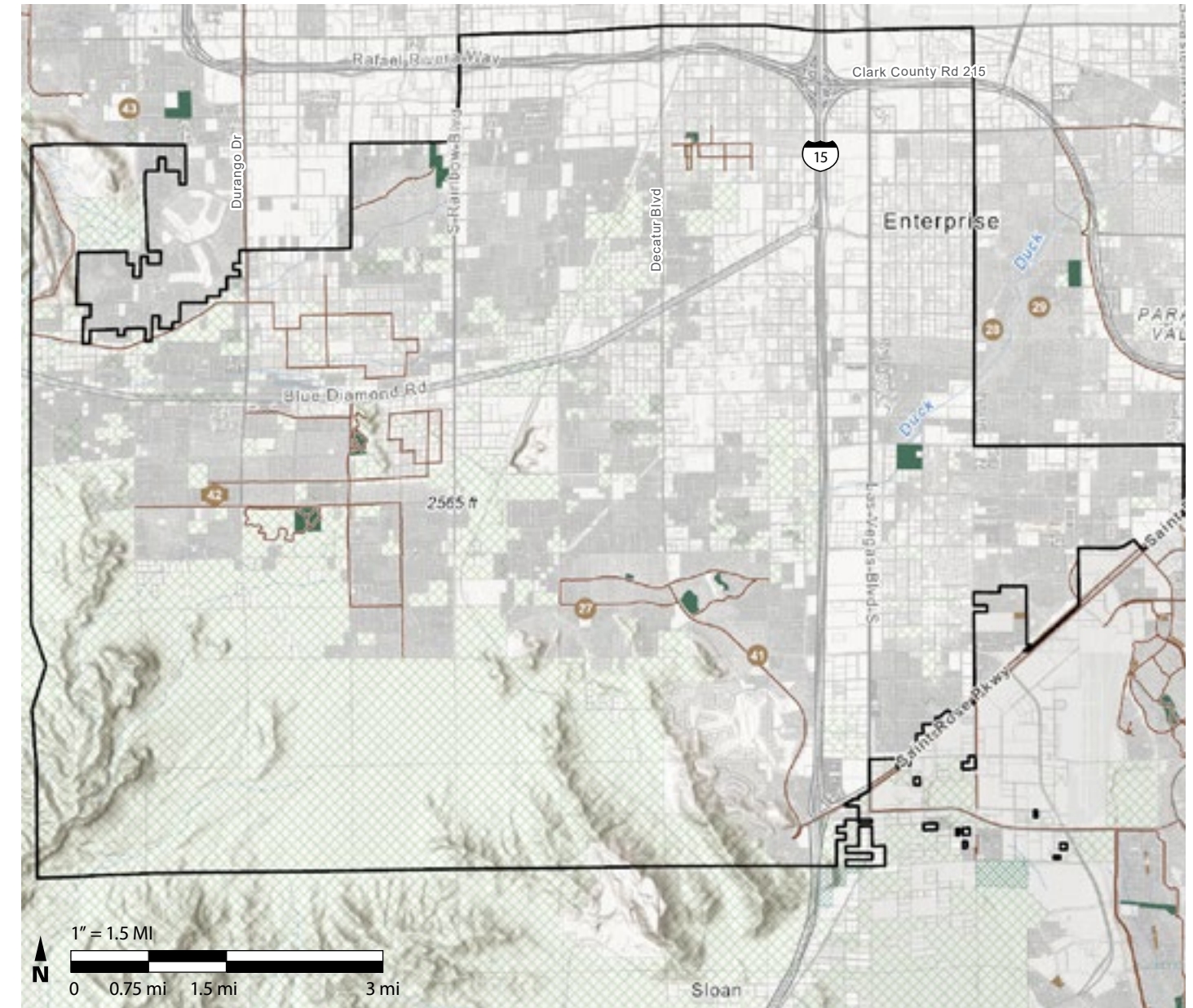
ENTERPRISE | PARKS AND TRAILS









- Legend
-  Public Lands
 -  Park
 -  Trail
 -  Enterprise Boundary

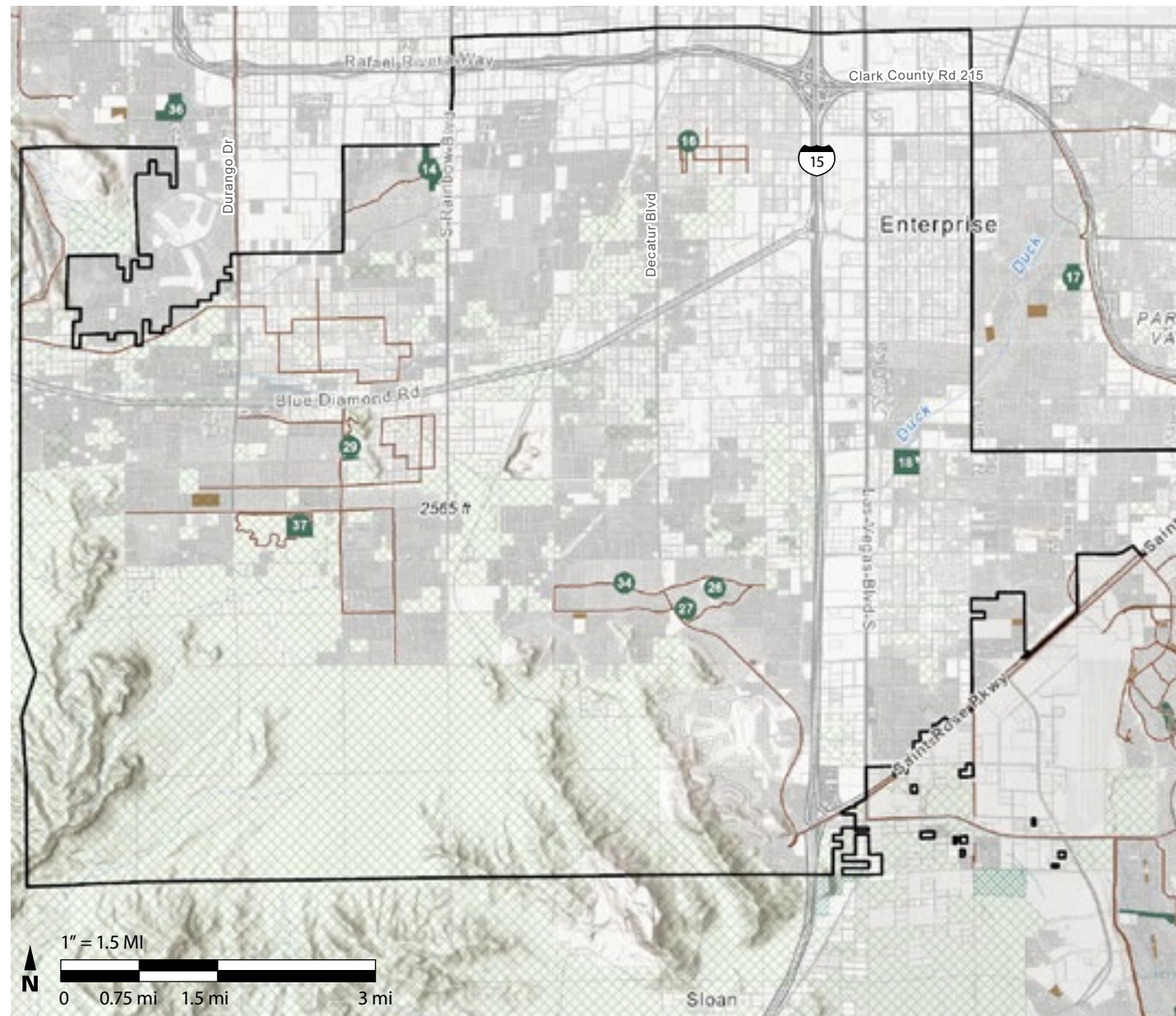


ENTERPRISE | EVERYDAY PARKS



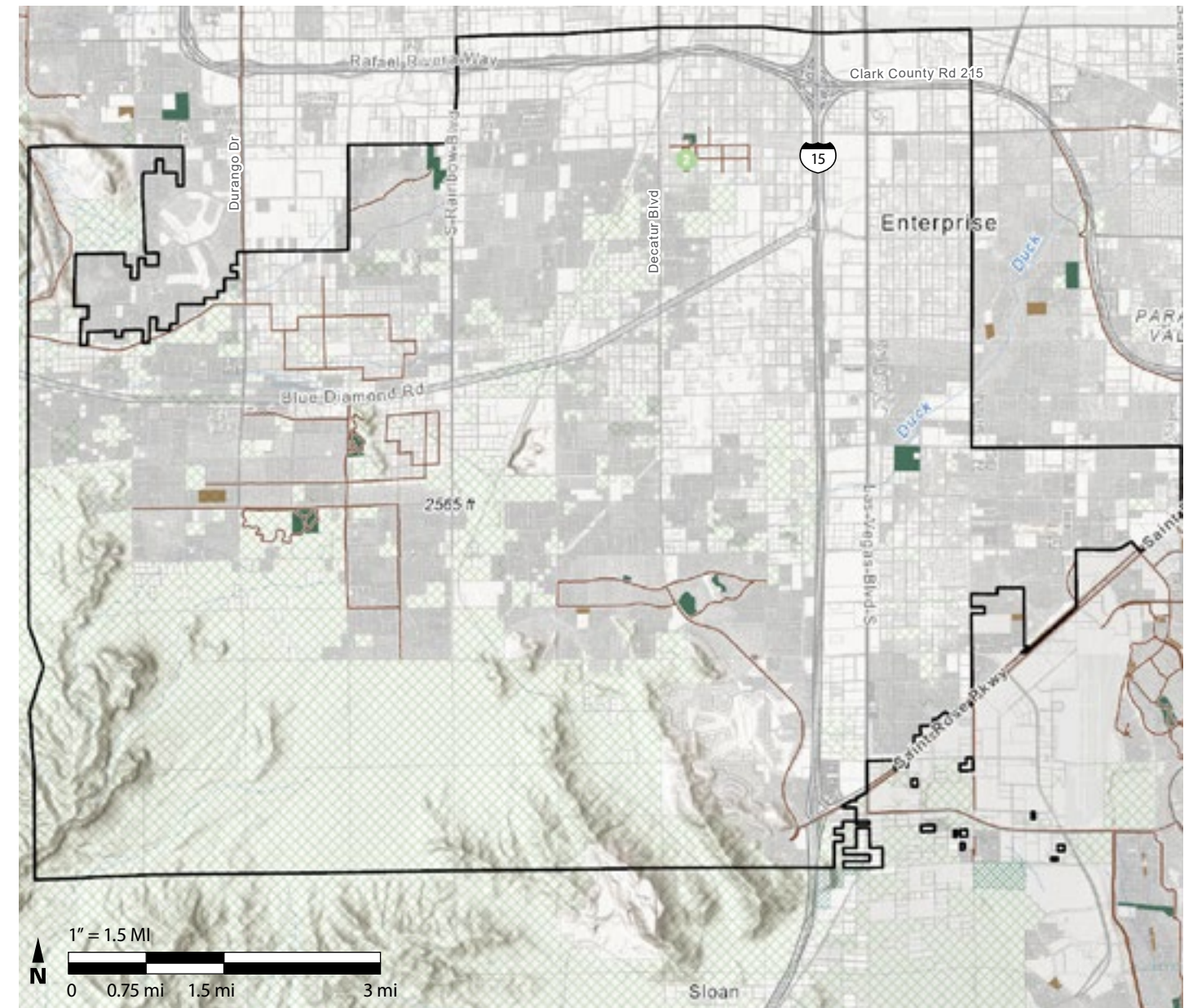
- Legend
-  Public Lands
 -  Everyday Parks
 -  Destination Parks
 -  Outdoor Experience Parks
 -  Not Classified
 -  Trails
- | # | Name |
|----|----------------------|
| 27 | INZALACO PARK |
| 28 | HIDDEN PALMS PARK |
| 29 | DUCK CREEK PARK |
| 41 | JIMMY PETTYJOHN PK |
| 42 | NATHANIEL JONES PARK |
| 43 | FAISS PARK |

ENTERPRISE | DESTINATION PARKS



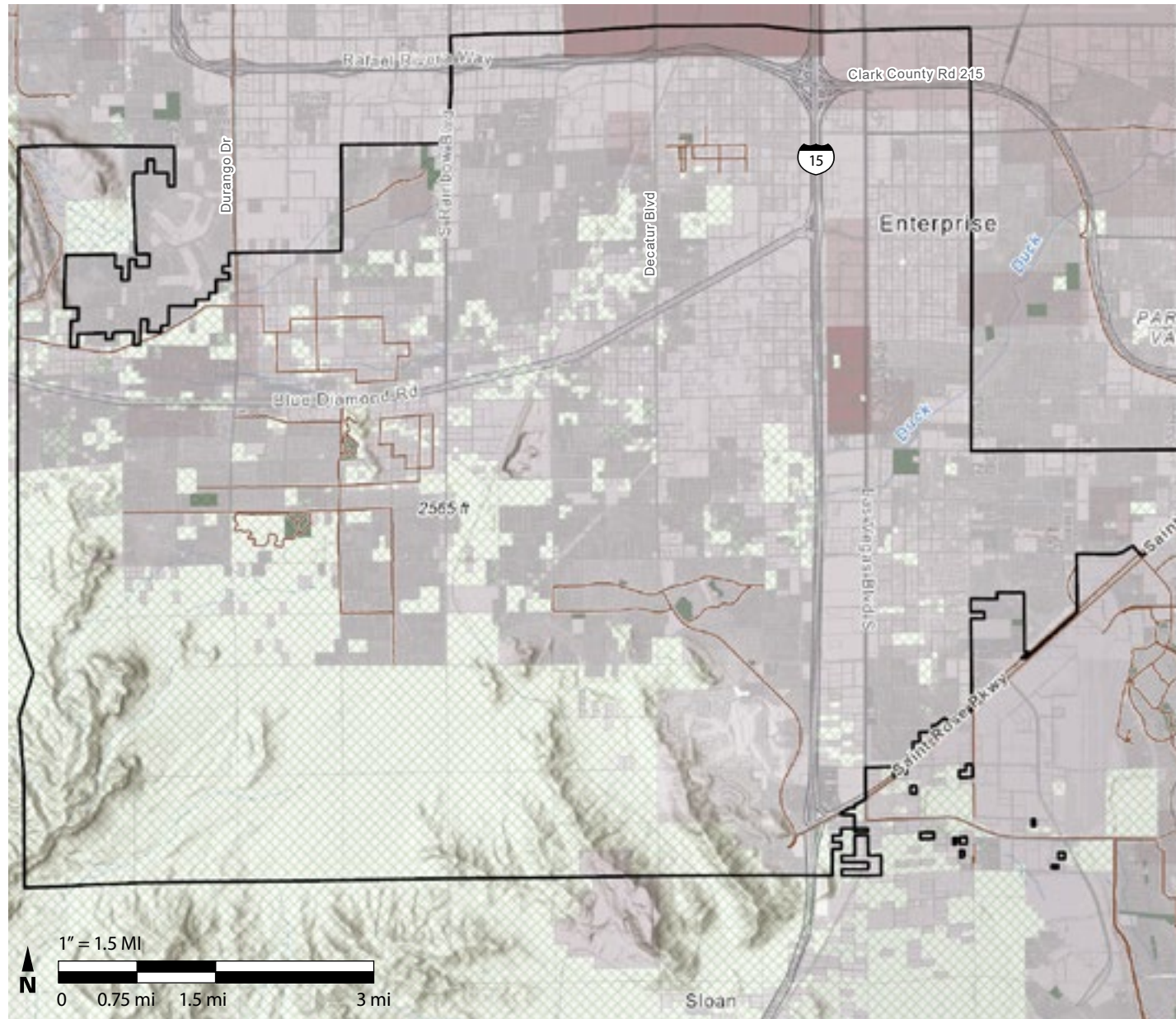
Legend	#	Name
	14	NEVADA TRAILS PARK
	16	WESTERN TRAILS PARK
	17	DESERT BLOOM PARK
	18	SILVERADO RANCH PARK
	26	SOMMERSET HILLS PARK
	27	GOETT FAMILY PARK
	29	EXPLORATION PEAK PARK
	34	DOC JOHNSON ROSE GARDEN PK
	36	RED RIDGE PARK
	37	MOUNTAINS EDGE PARK







ENTERPRISE | OUTDOOR EXPERIENCE PARKS



Legend	#	Name
	2	WESTERN TRAILS EQUESTRIAN PARK

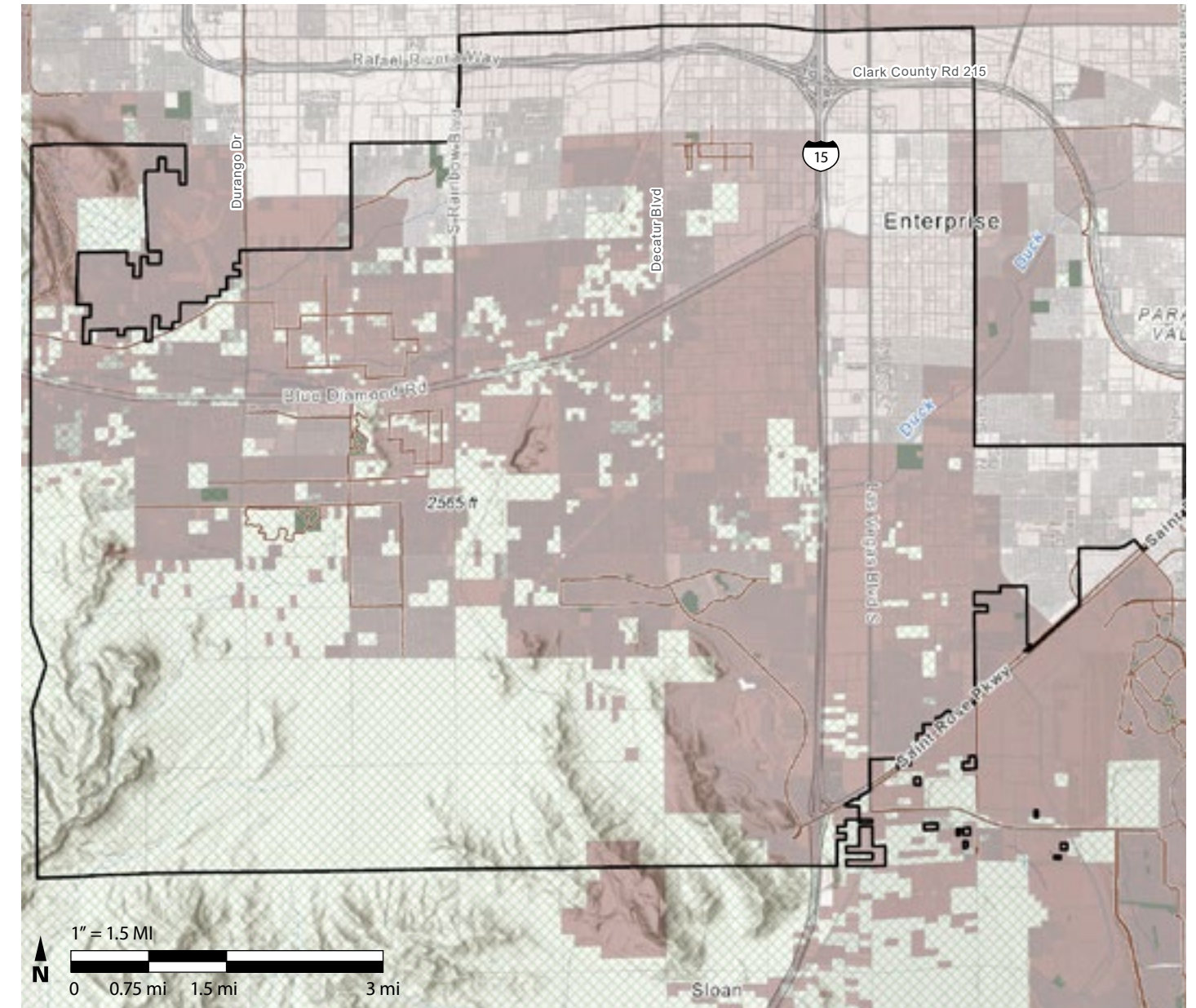
ENTERPRISE | IMPACTED COMMUNITIES









- Legend
-  Public Lands
 -  Parks
 -  Least Impacted
 - 
 - 
 -  Most Impacted

There are few Impacted Communities in Enterprise. Those that exist are clustered east of I-15 and west of Las Vegas Boulevard, and north of Highway 215/Rafael Rivera Way.

ENTERPRISE | PEDESTRIAN IMPROVEMENTS

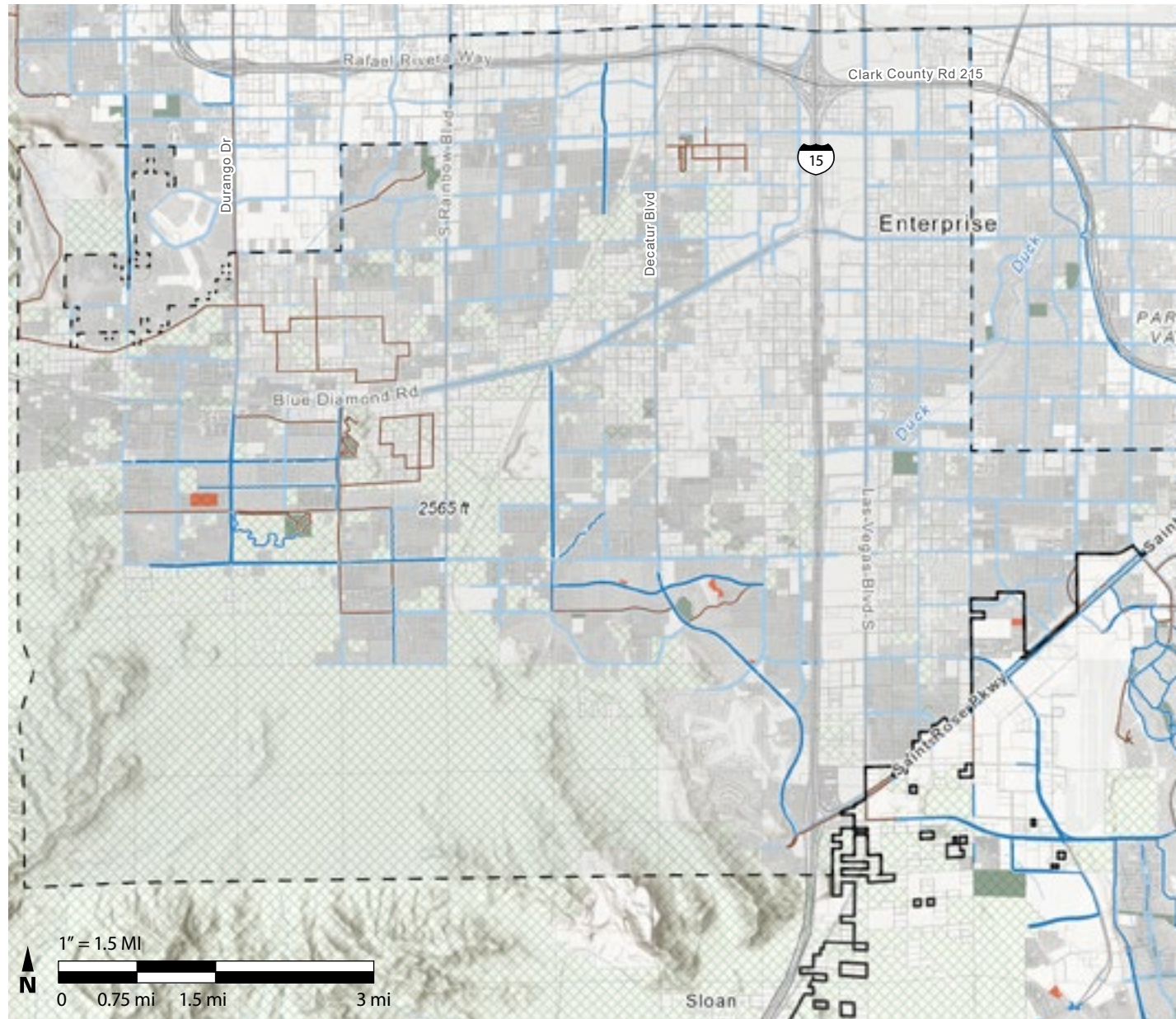


- Legend
-  Public Lands
 -  Parks
 -  Lowest Priority
 - 
 - 
 -  Highest Priority

Pedestrian improvements in Enterprise are most needed in areas west of I-15.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

ENTERPRISE | TRAILS, BIKE PATHS, SIDEWALKS



Legend

- Urban Trails
- High-Comfort Bike Lanes
- Sidewalks
- Parks with Trail, Bike, or Sidewalk Access
- Parks without Trail, Bike, or Sidewalk Access

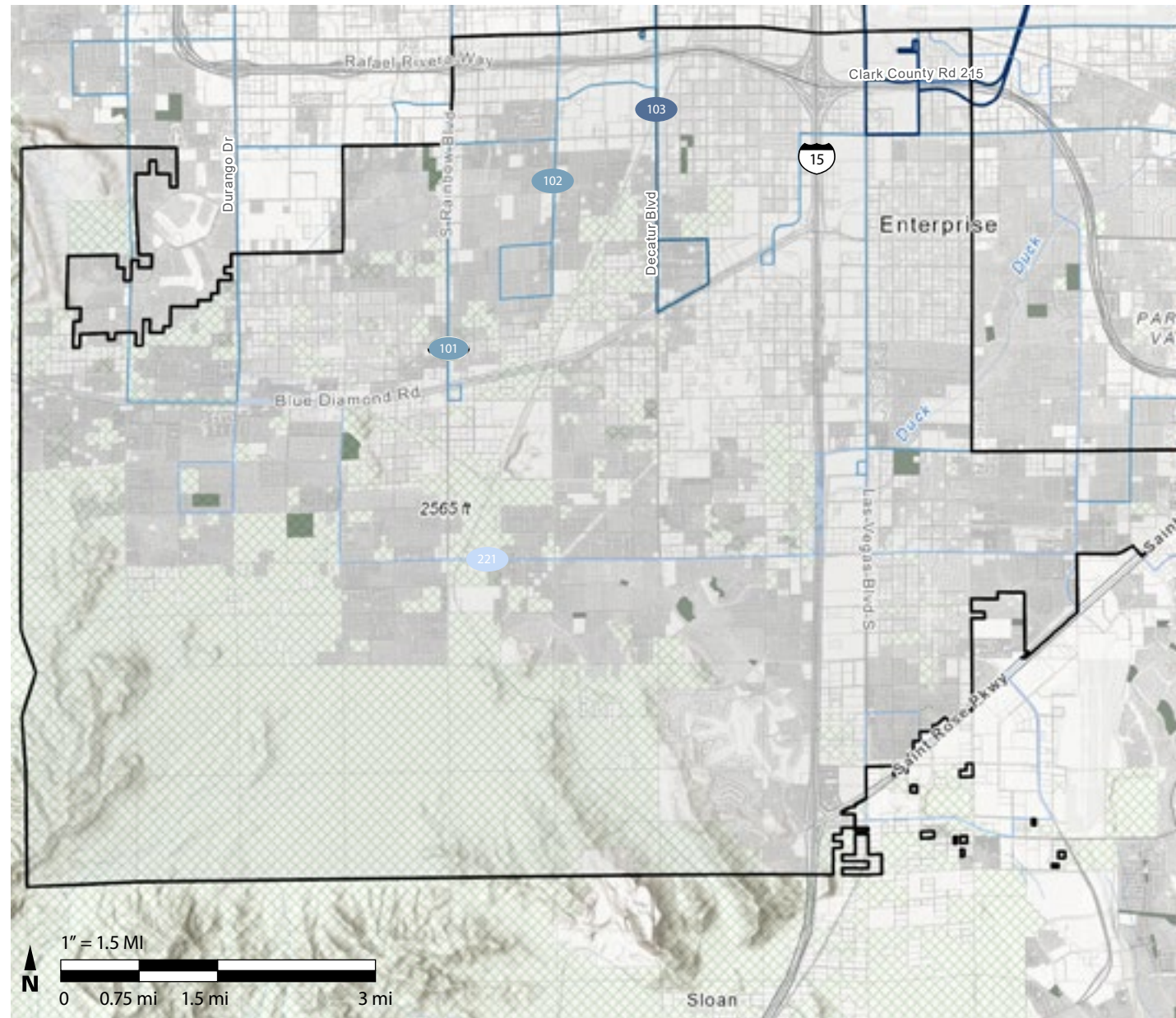
There are many gaps in the sidewalk network in Enterprise. While major roads are fairly well-connected by sidewalks, there is a lack of connectivity in residential areas. There are significant gaps south of Blue Diamond Road and west of I-15. However, most of the Priority Parks in the area have a direct trail, bike path, or sidewalk connection.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

ENTERPRISE | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
DESTINATION	SOMMERSET HILLS PARK
DESTINATION	DOC JOHNSON ROSE GARDEN PARK
EVERYDAY	JIMMY PETTYJOHN PARK
EVERYDAY	NATHANIEL JONES PARK

ENTERPRISE | FIXED-ROUTE BUS SERVICE



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Legend

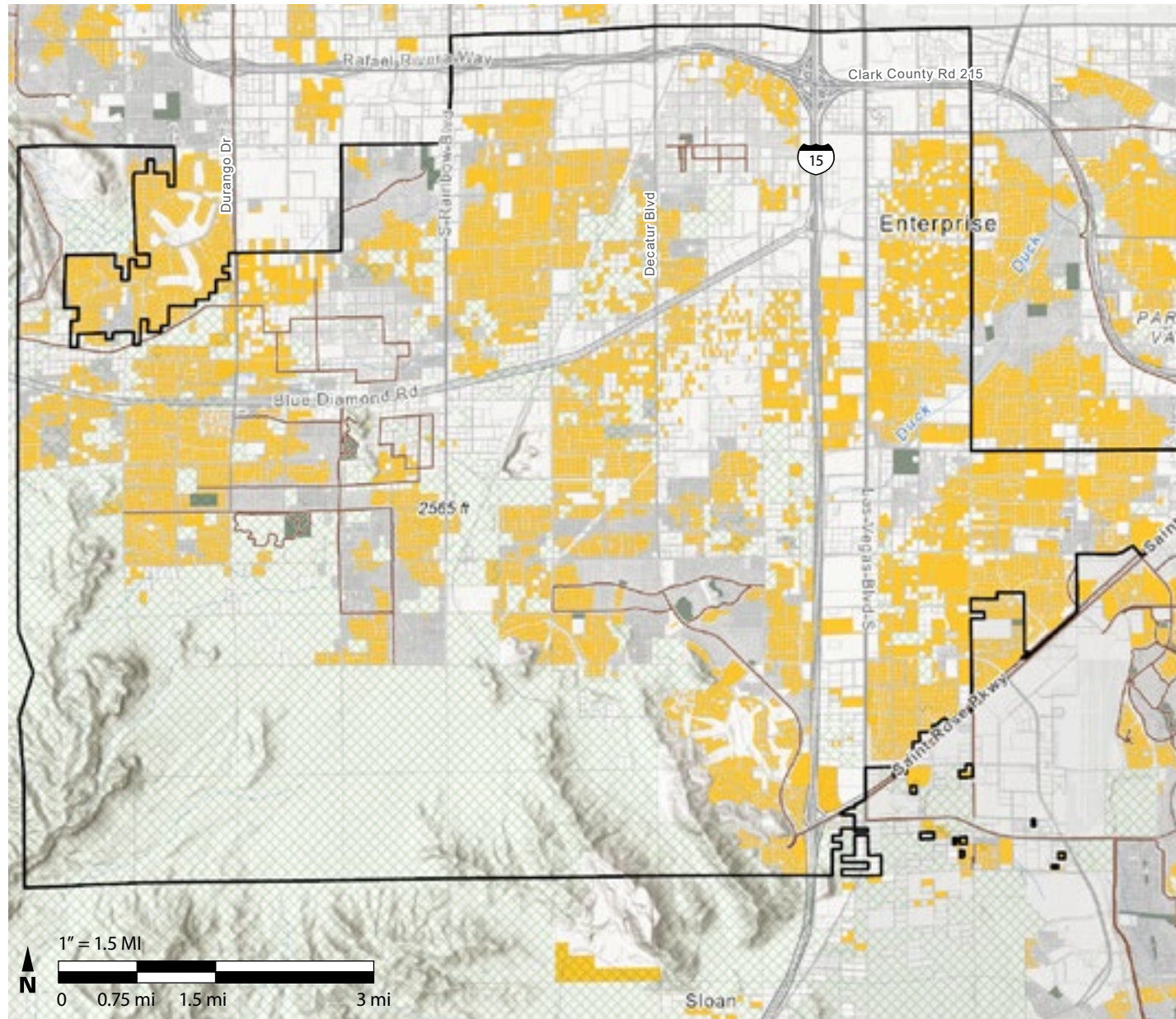
- Parks with bus service
- Parks without bus service

Route Frequency

- 4x per hour
- 3x per hour
- 2x per hour
- 1x per hour

Most parks in Enterprise are within 0.5 mile of a bus stop. However, most of the bus routes that run through Enterprise do not run often enough to be considered a frequent transit connection.

ENTERPRISE | PARK GAPS

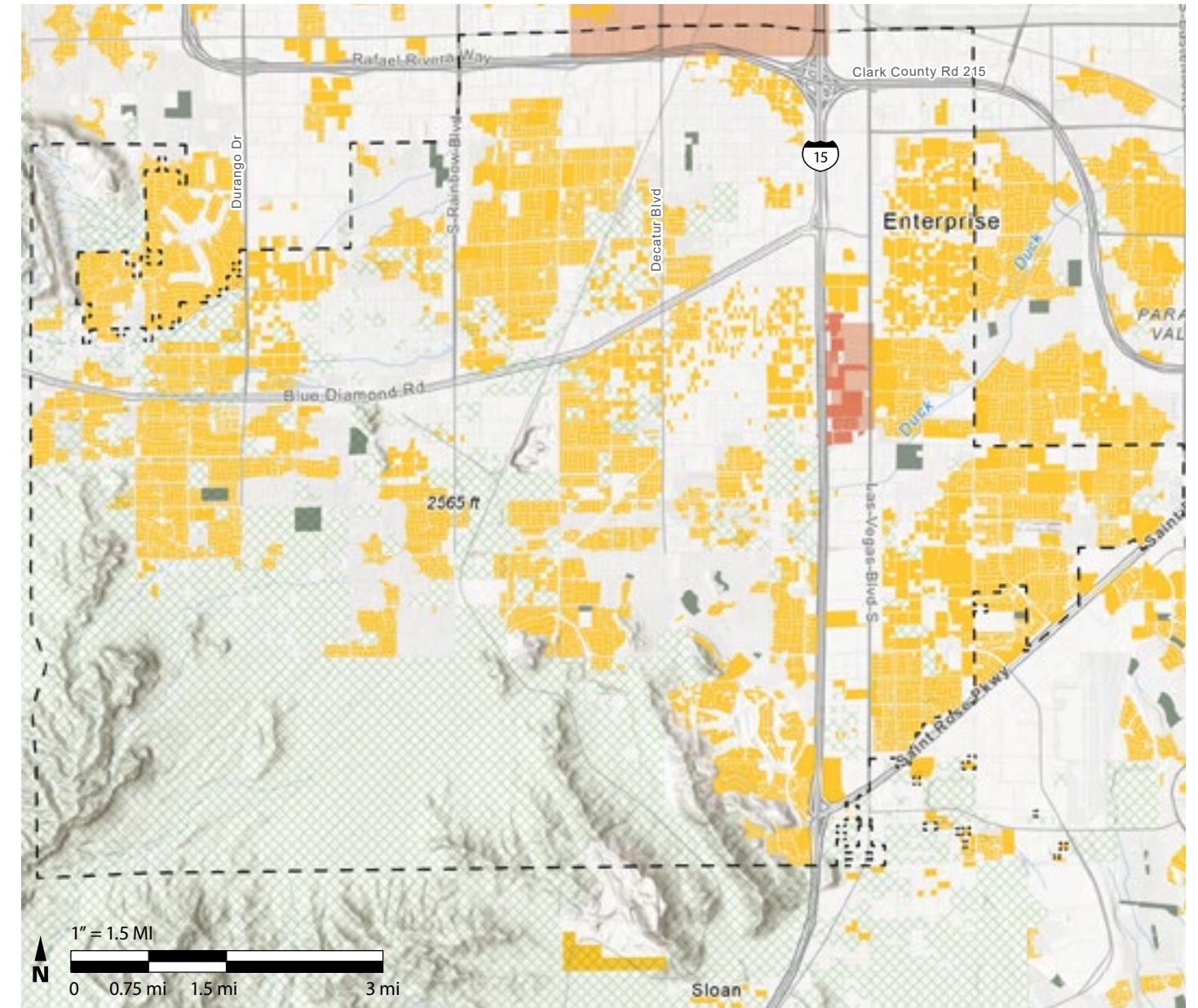





- Legend
-  Public Lands
 -  Priority Parks
 -  Trails
 -  Park Gaps

Park Gaps are distributed across Enterprise, with significant clusters on the far east and west sides. Park Gaps in Enterprise result from gaps in the pedestrian network, a limited number of Priority Parks, and limited transit access to Priority Parks.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

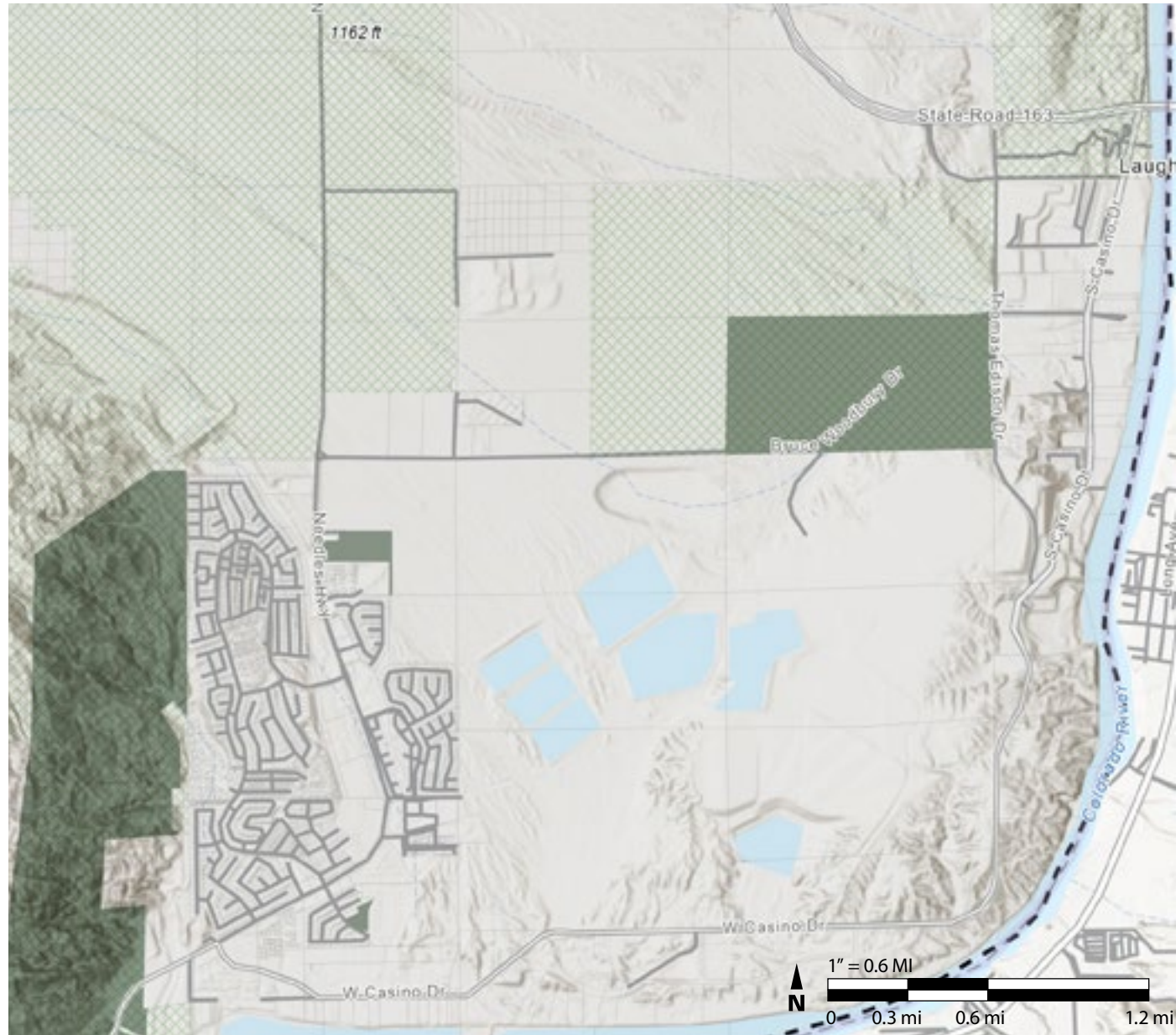
ENTERPRISE | HIGH-NEEDS NEIGHBORHOODS



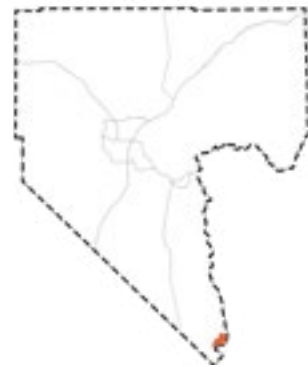
- Legend
-  High-Needs Neighborhoods
 -  Impacted Communities
 -  Residential Park Gaps

There is one area in Enterprise considered a High-Needs Neighborhood, located between I-15 and Las Vegas Boulevard, south of Blue Diamond Road.

LAUGHLIN | PARKS AND TRAILS



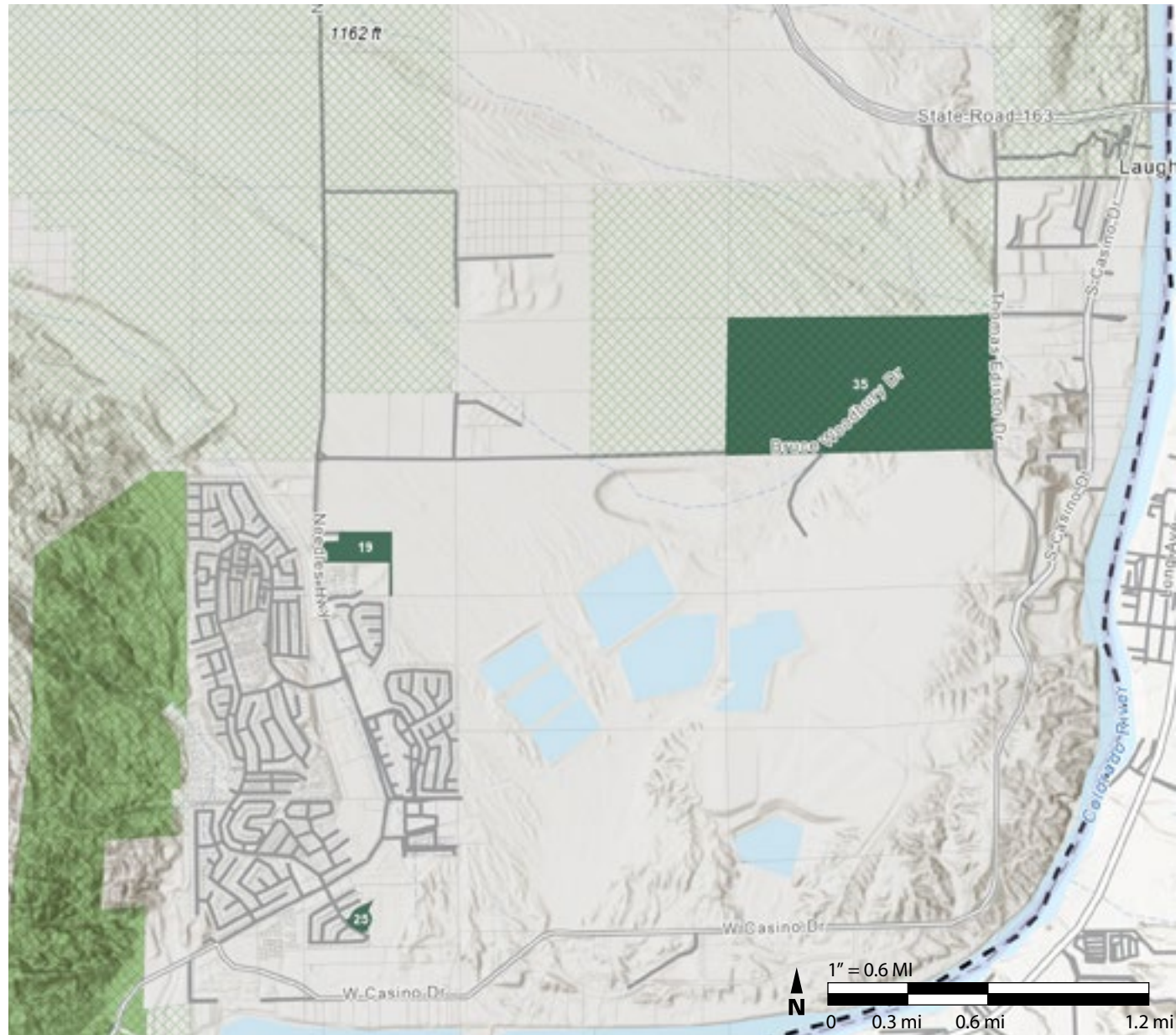
- Legend
- Public Lands
 - Park
 - Trail



LAUGHLIN | EVERYDAY PARKS

This page left intentionally blank. There are no Everyday Parks in Laughlin.

LAUGHLIN | DESTINATION PARKS

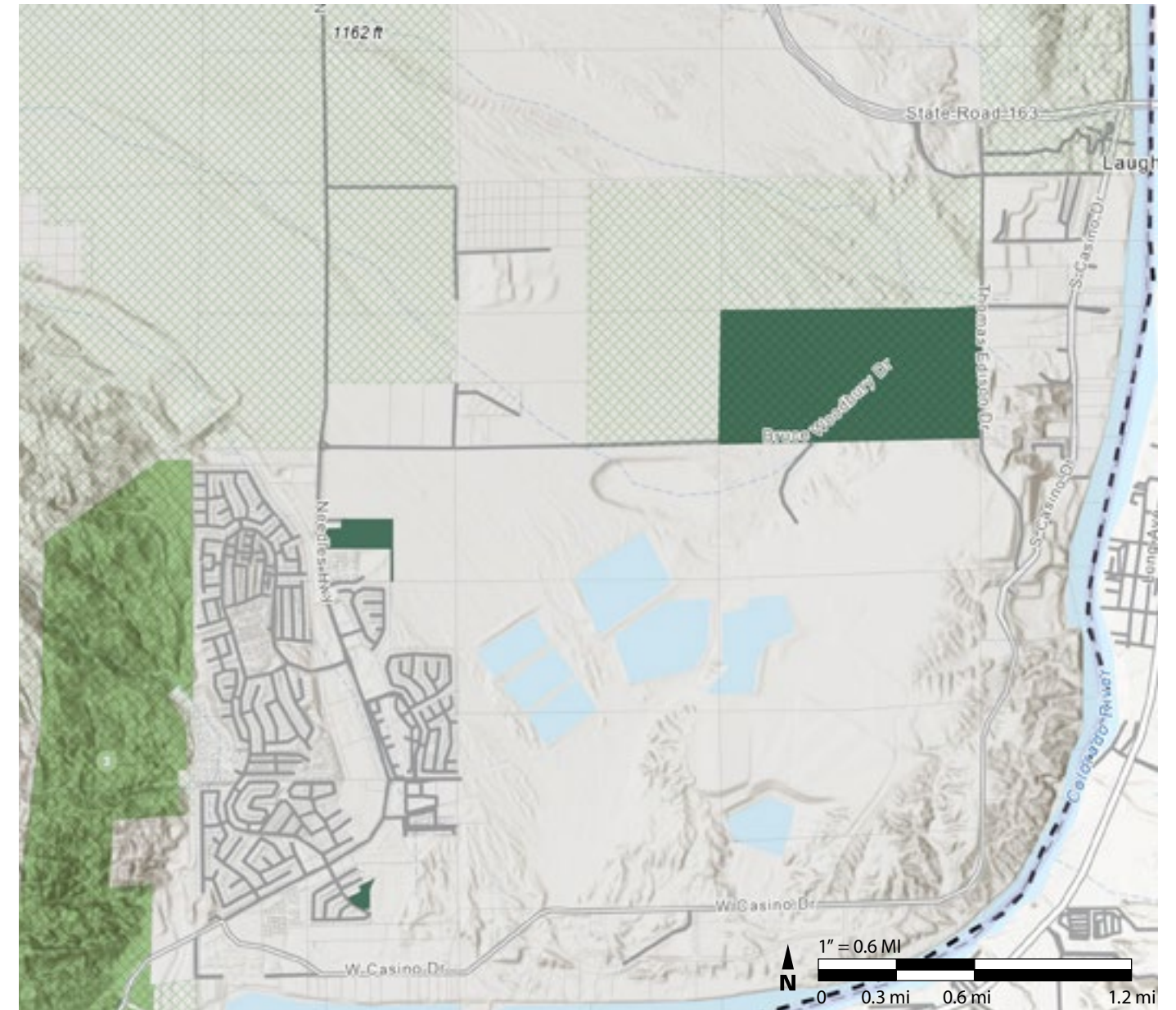


Legend

-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

#	Name
19	MOUNTAIN VIEW PARK
25	LAUGHLIN SKATE & WATER PARK
35	HERITAGE GREENWAY PARK & TRAILS

LAUGHLIN | OUTDOOR EXPERIENCE PARKS

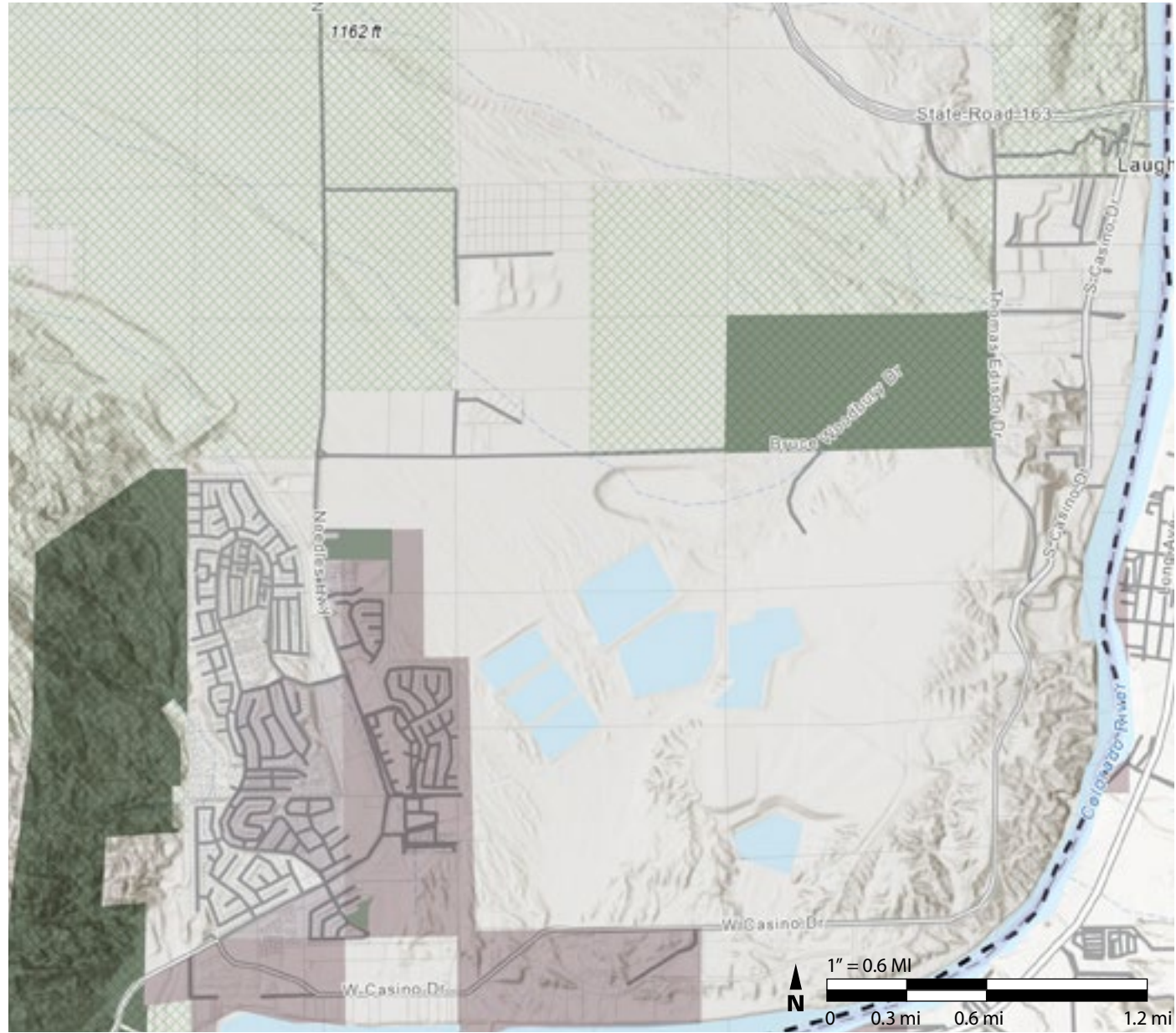







Legend

-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

#	Name
3	BIG BEND OF THE COLORADO STATE RECREATION AREA

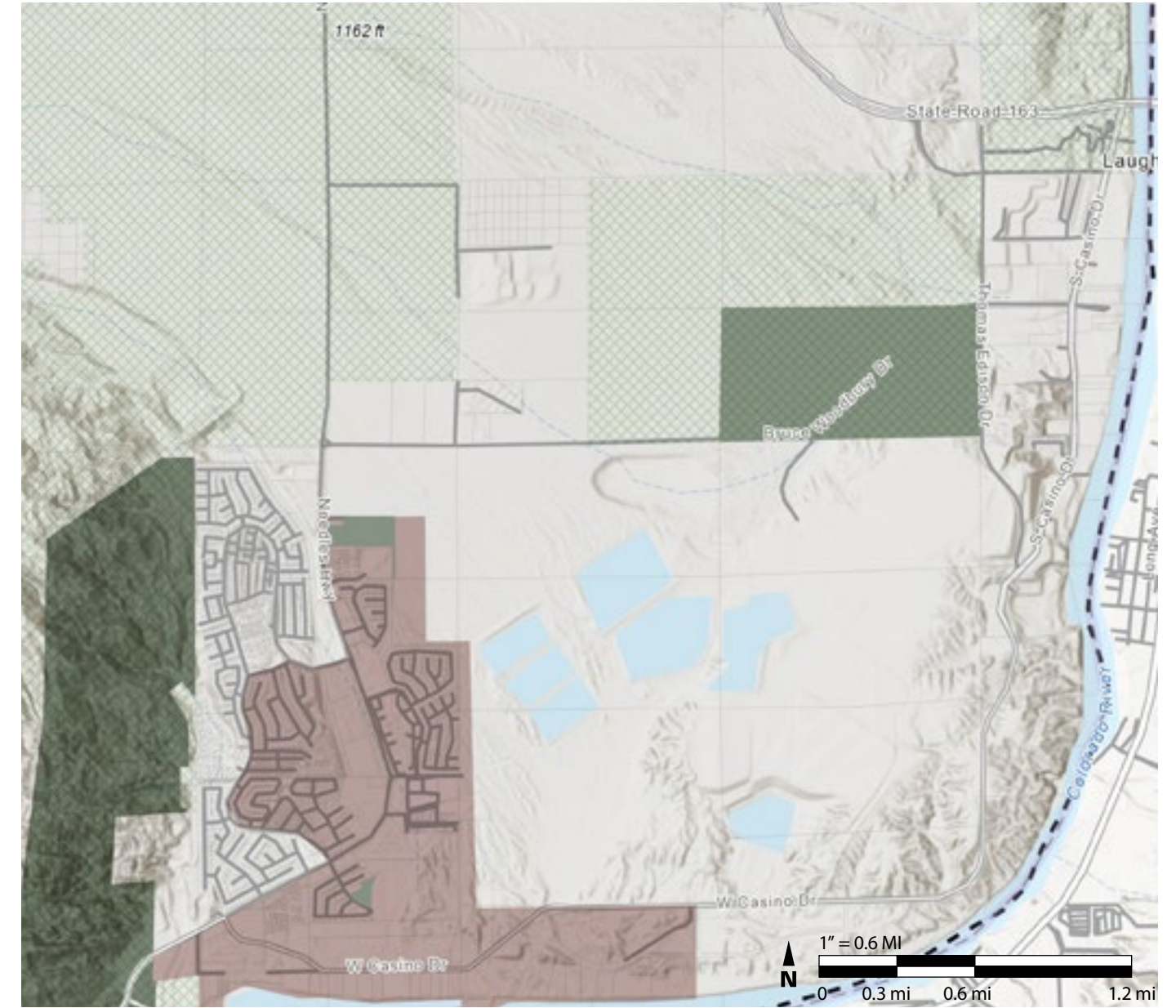
LAUGHLIN | IMPACTED COMMUNITIES






- Legend
-  Public Lands
 -  Parks
 -  Least Impacted
 -  Impacted
 -  Most Impacted

Impacted Communities in Laughlin are concentrated east of Needles Highway.

LAUGHLIN | PEDESTRIAN IMPROVEMENTS

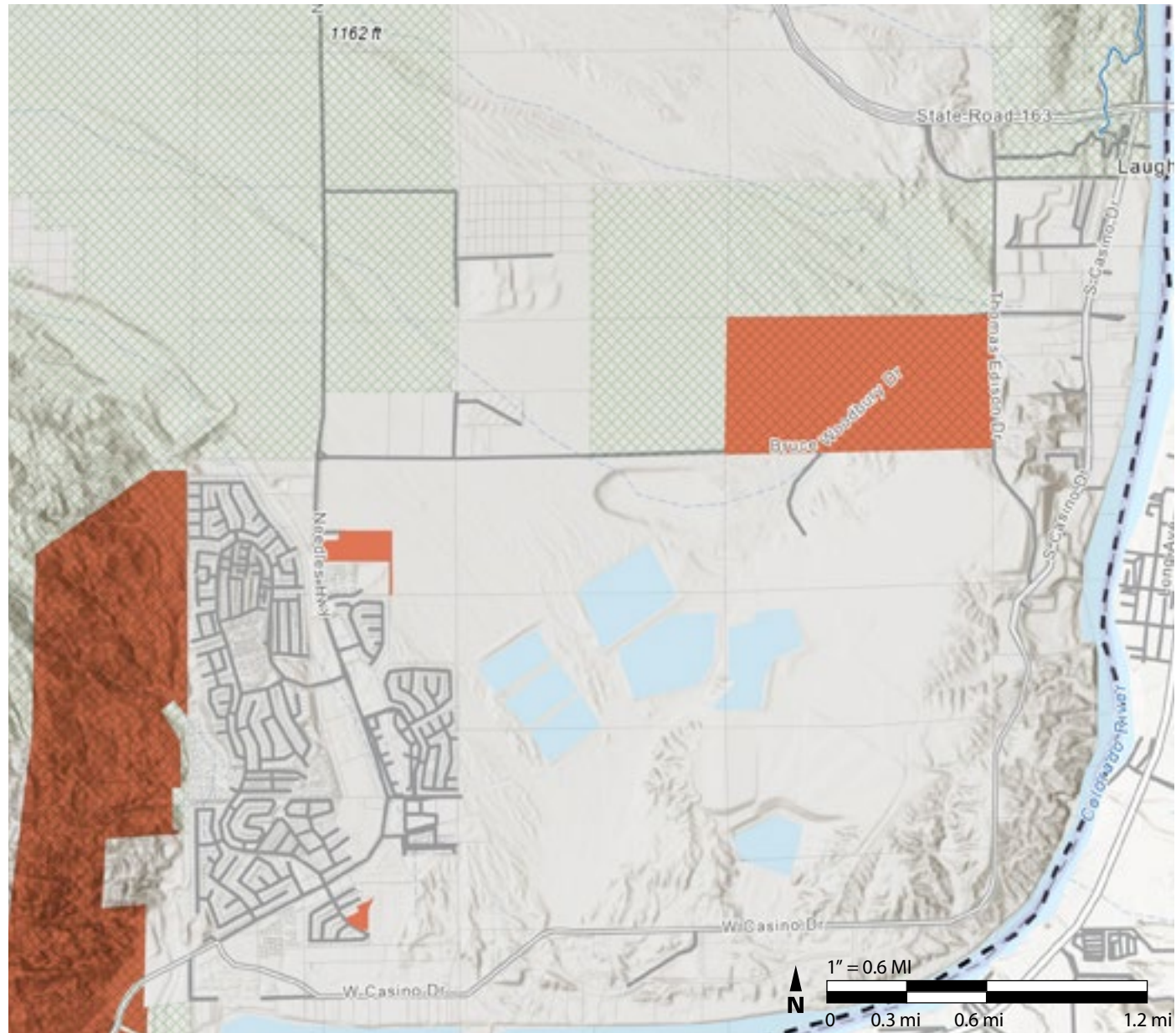


- Legend
-  Public Lands
 -  Parks
 -  Lowest Priority
 -  Impacted
 -  Highest Priority

Pedestrian improvements in Laughlin are most needed in the area around Needles Highway, south of Banyon.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

LAUGHLIN | TRAILS, BIKE PATHS, SIDEWALKS

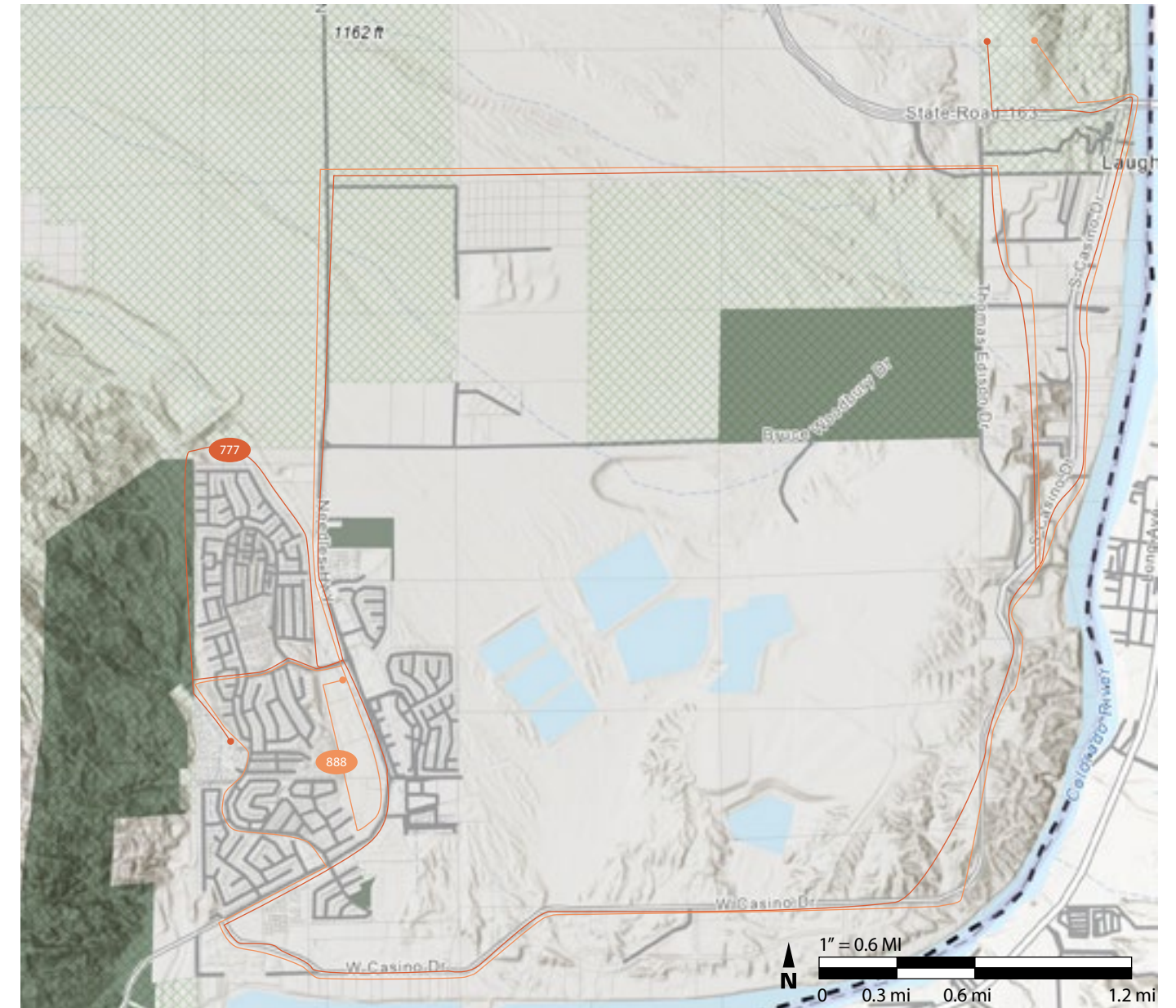


- Legend**
- Urban Trails
 - High-Comfort Bike Lanes
 - Sidewalks
 - Parks with Trail, Bike, or Sidewalk Access
 - Parks without Available Data for Analysis

Based on a limited availability of data, the TAP study was not able to confirm if parks in Laughlin can be reached by trail, bike, or sidewalk connections

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

LAUGHLIN | TRANSIT SERVICES



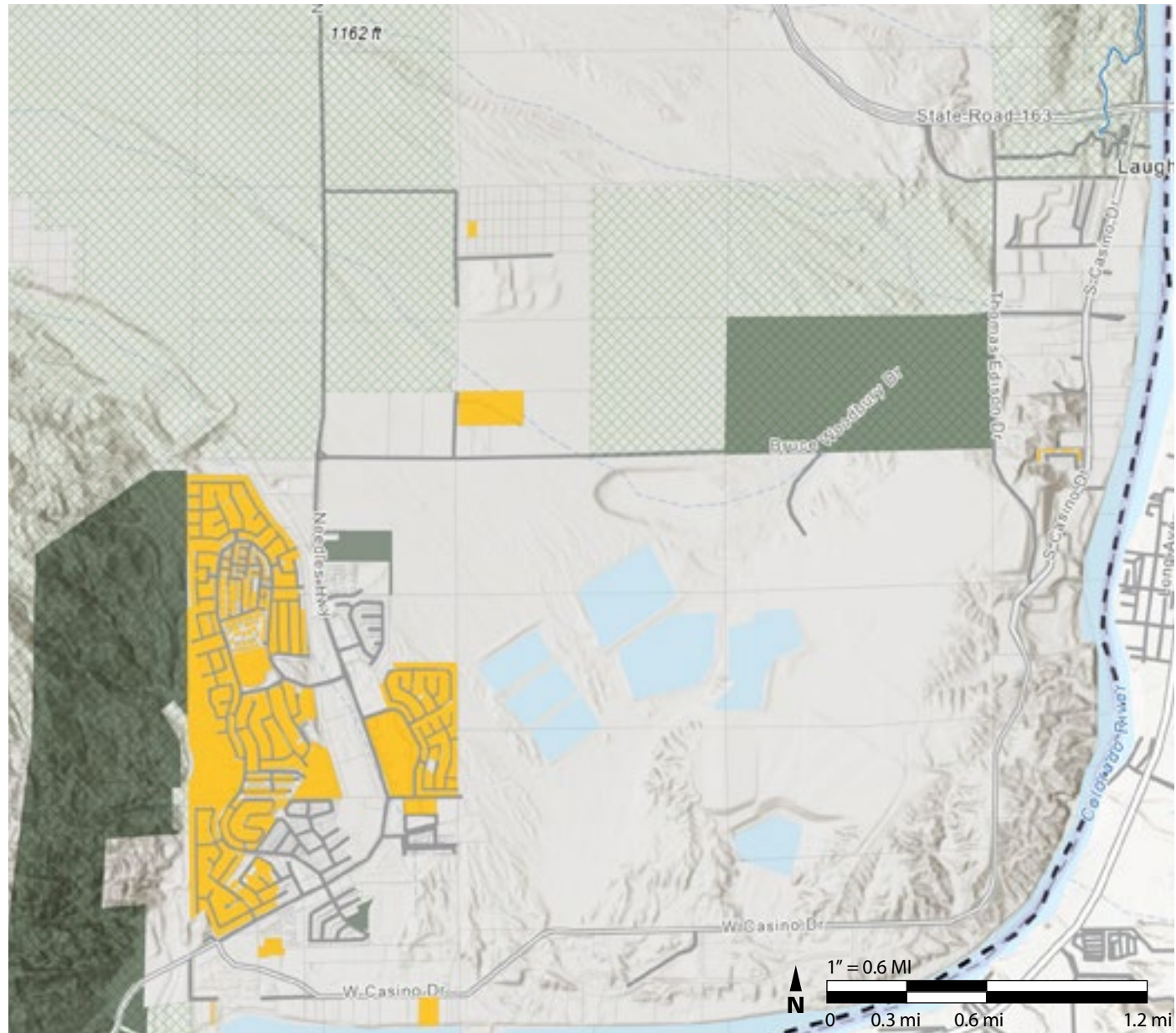
- Legend**
- Public Lands
 - Park
 - Trail
 - Silver Rider Route 777
 - Silver Rider Route 888

Laughlin's parks are accessible via Silver Rider Route 777 and Silver Rider Route 888.

Parks without bus service are not identified on this map due to the following data limitations:

- Complete Silver Rider data was not available in a georeferenced format and was recreated for the study.
- Silver Rider information was not available in the General Transit Feed Specification (GTFS) data format used to conduct transit analysis.
- Obstructions data, which was used as an input for transit analysis, was not available for Laughlin.

LAUGHLIN | PARK GAPS



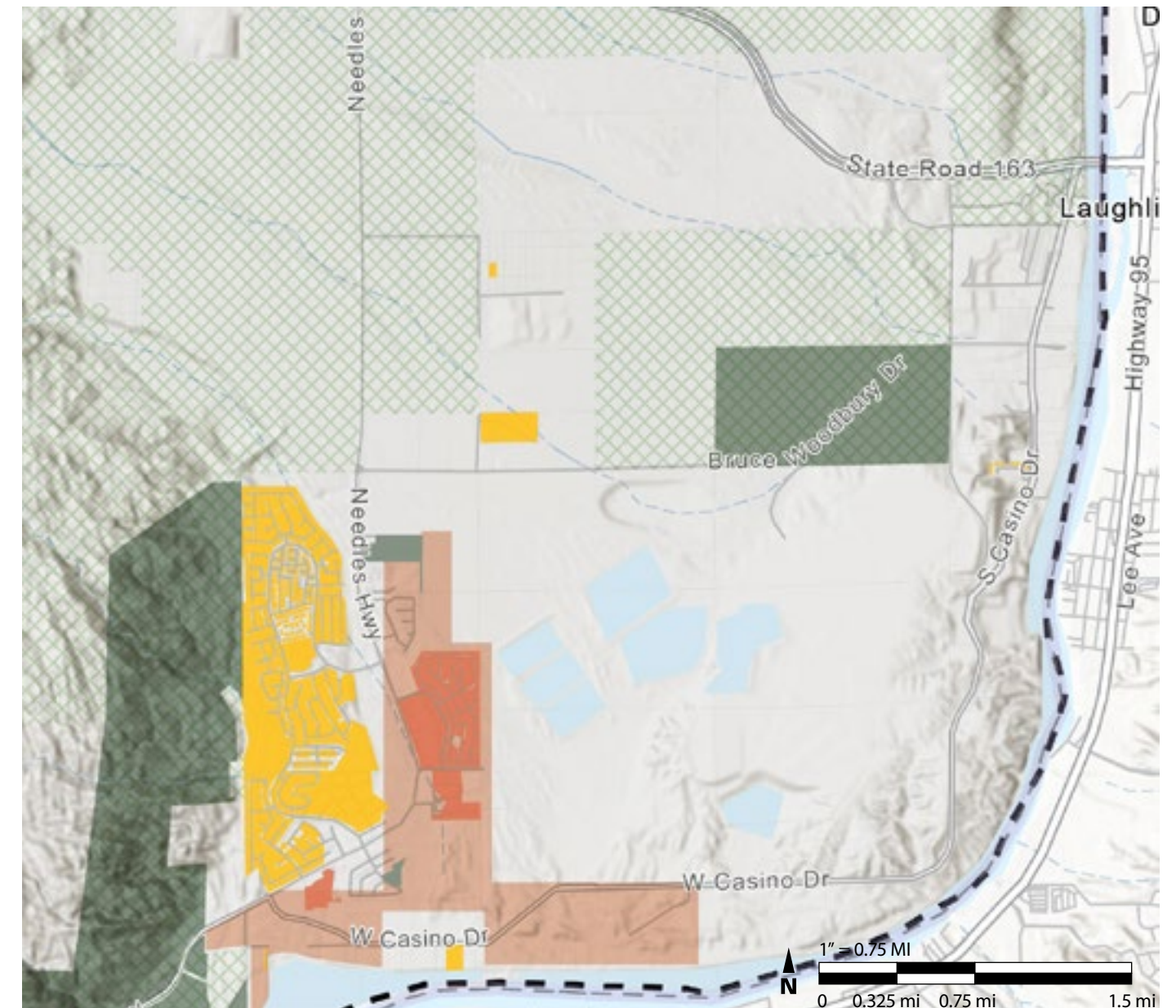
- Legend
-  Public Lands
 -  Priority Parks
 -  Trails
 -  Park Gaps





There are Park Gaps throughout Laughlin. While many of these neighborhoods are close to parks, residents are not able to access parks within a safe 10-minute walk or roll.

Limited infrastructure for walking, rolling, or biking is likely the largest contributor to Park Gaps in Laughlin.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.

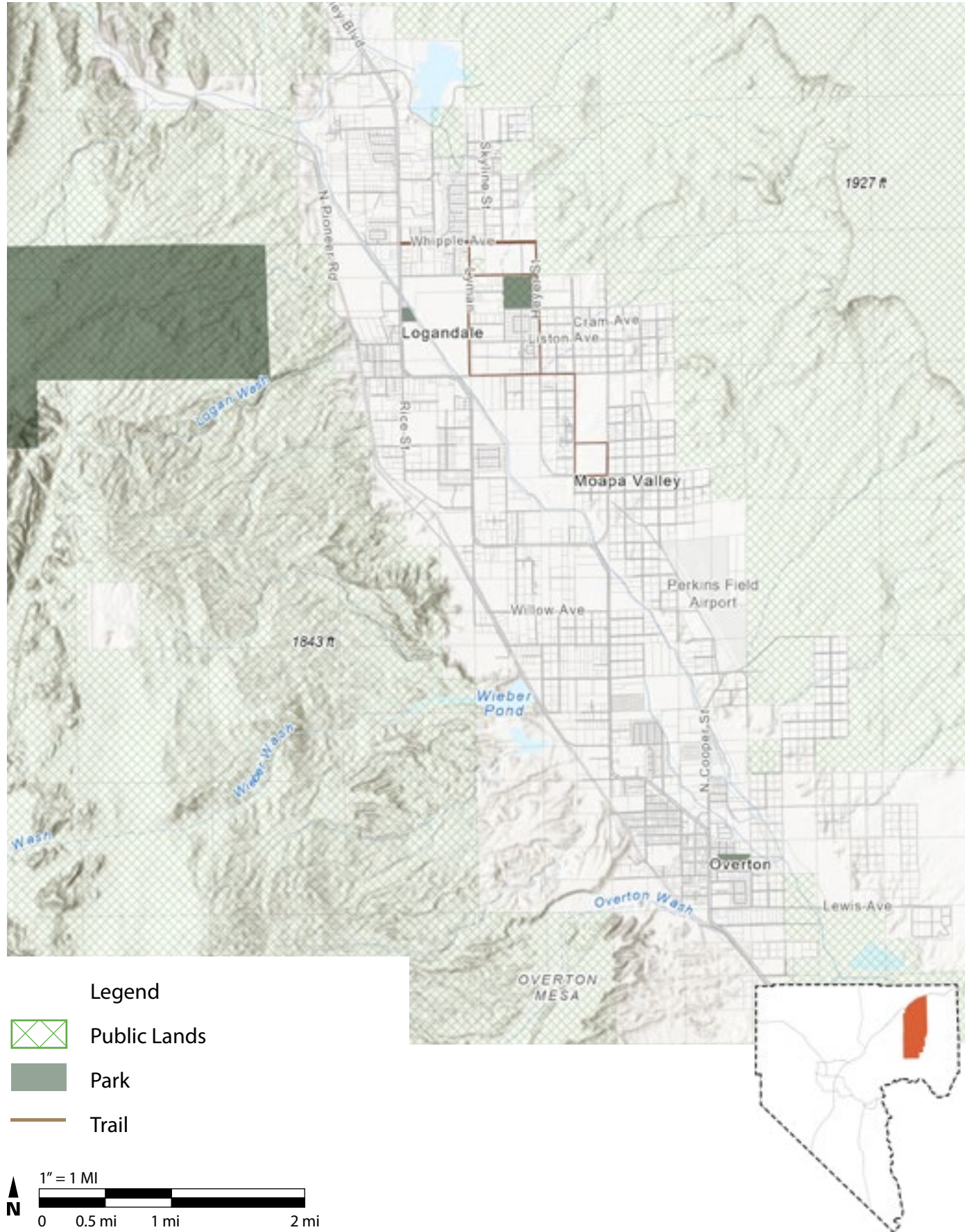
LAUGHLIN | HIGH-NEEDS NEIGHBORHOODS



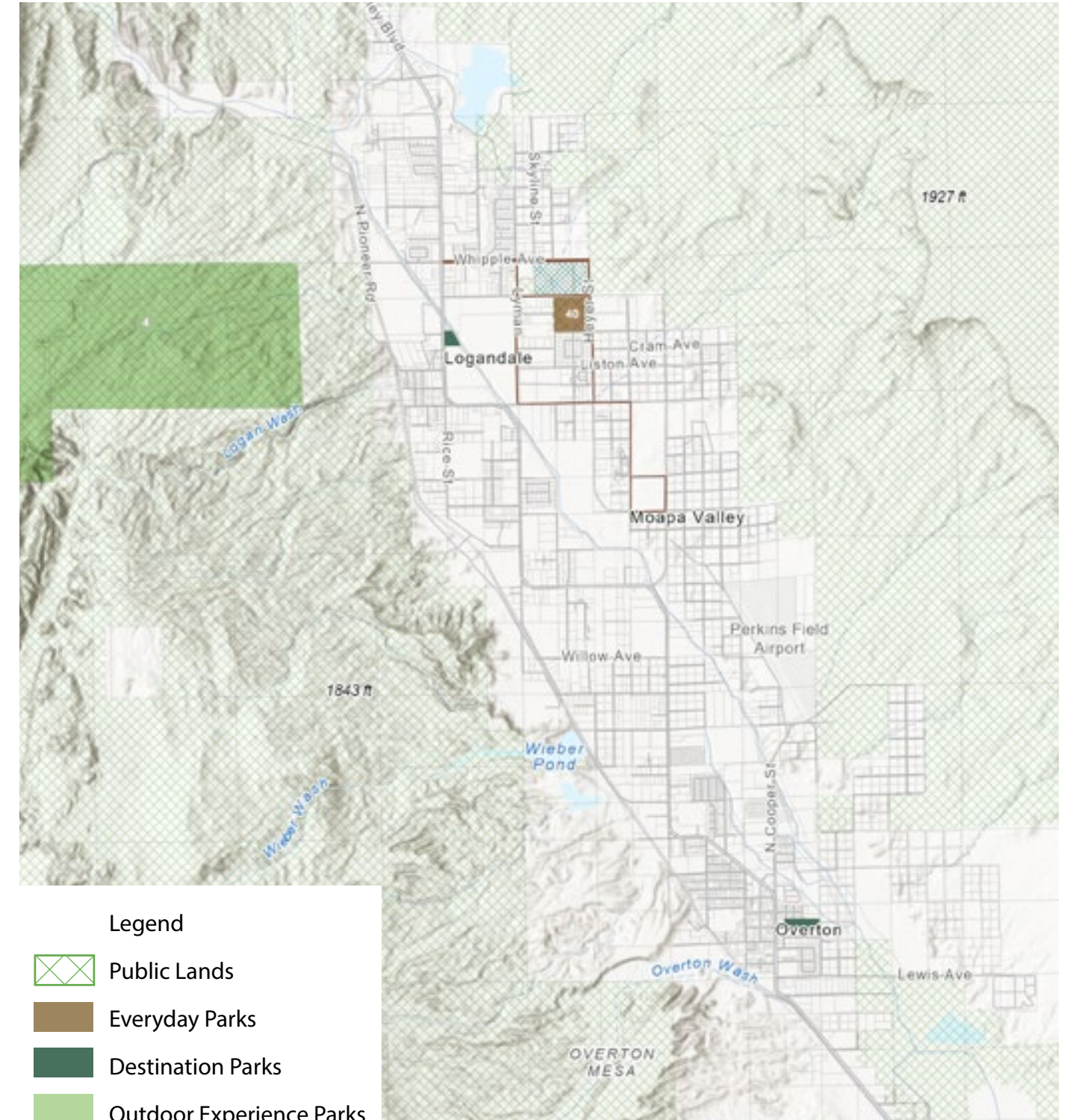
- Legend
-  High-Needs Neighborhoods
 -  Impacted Communities
 -  Residential Park Gaps
 -  Opportunity Zones

High-Needs Neighborhoods in Laughlin are concentrated east of Needles Highway.

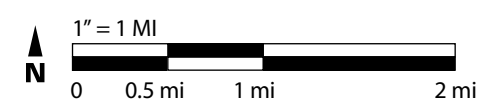
MOAPA VALLEY | PARKS AND TRAILS



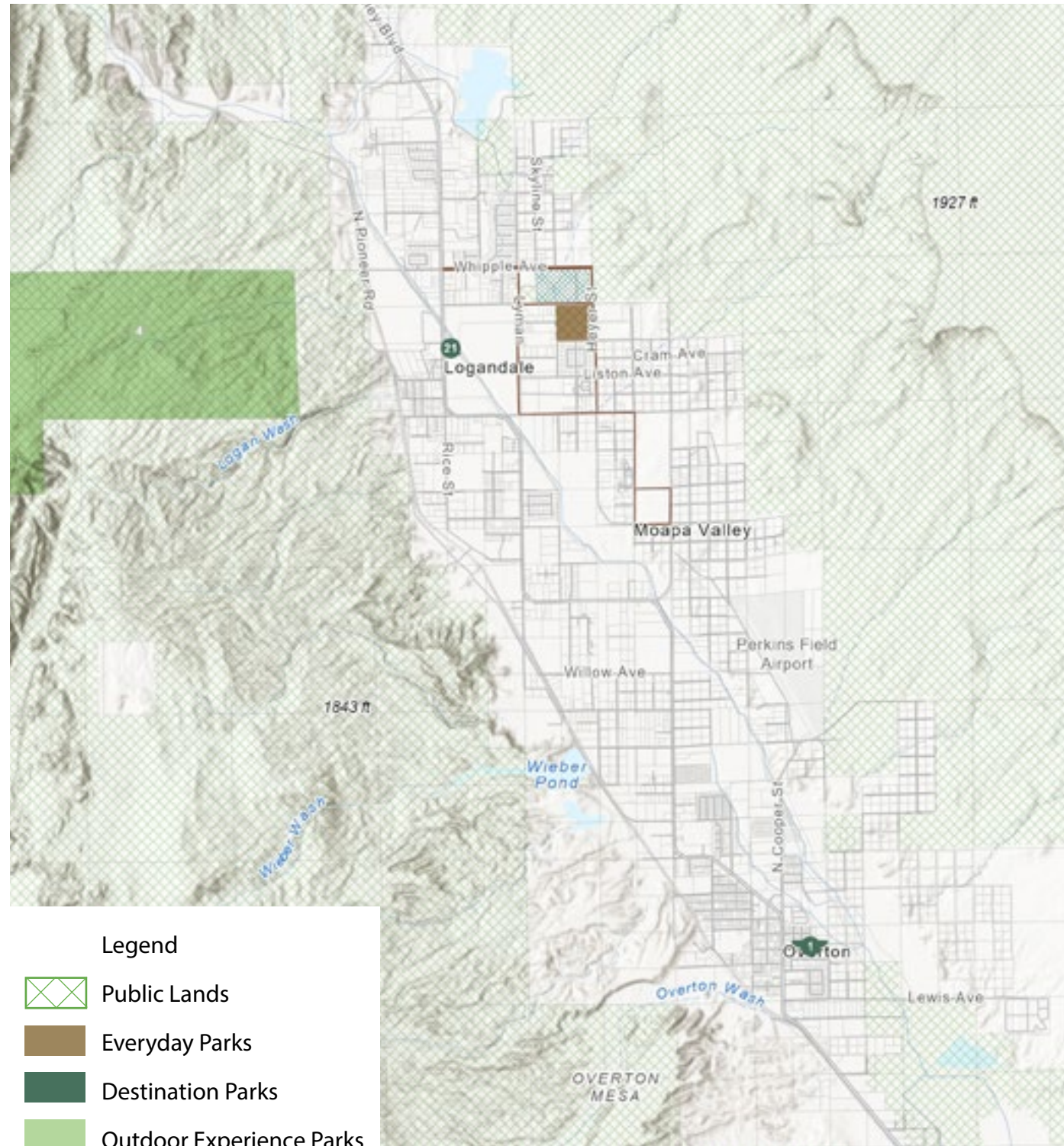
MOAPA VALLEY | EVERYDAY PARKS



#	Name
40	MOAPA VALLEY SPORTS PARK



MOAPA VALLEY | DESTINATION PARKS

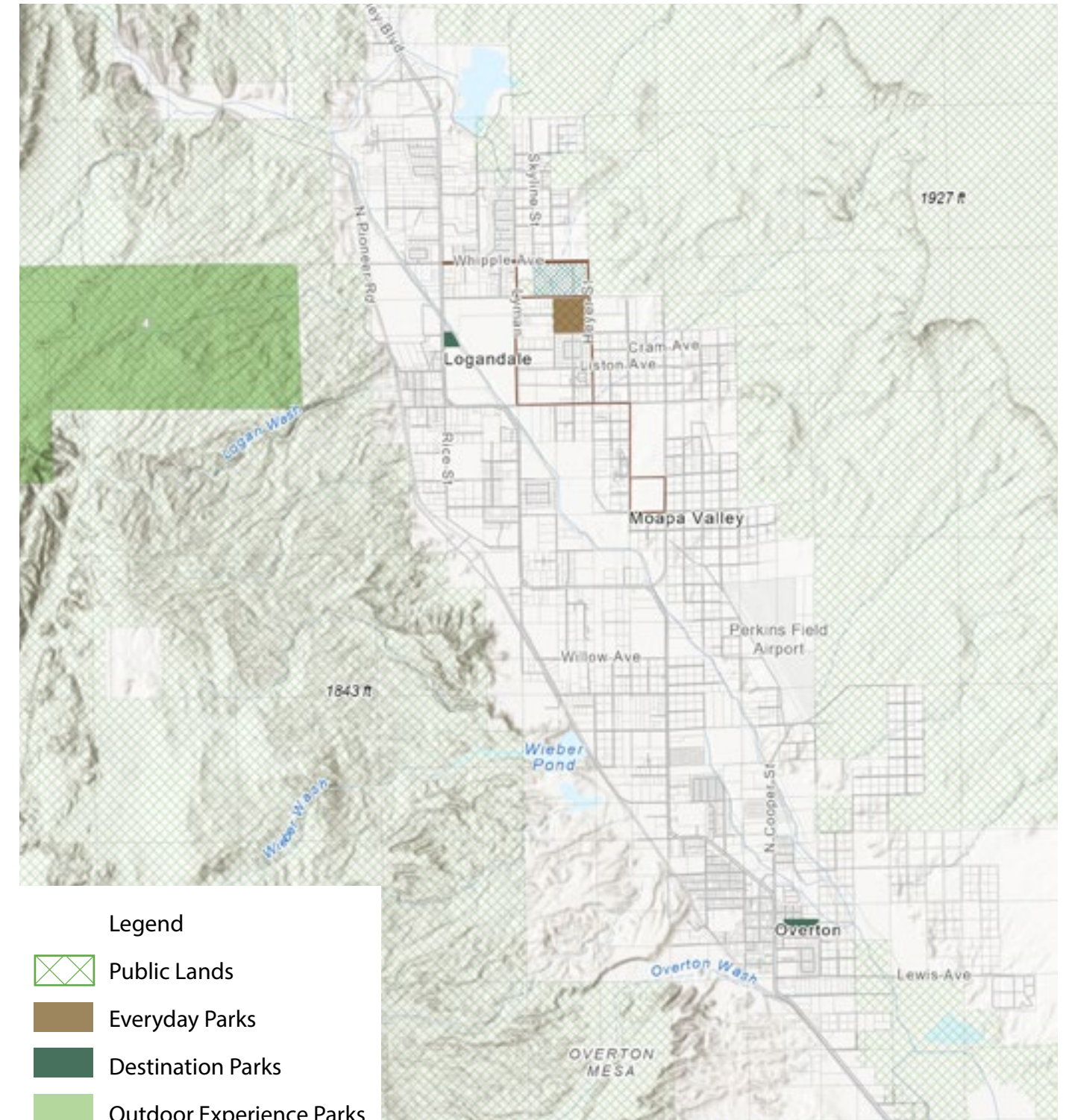


- Legend**
- Public Lands
 - Everyday Parks
 - Destination Parks
 - Outdoor Experience Parks
 - Not Classified
 - Trails

#	Name
1	OVERTON PARK
21	GRANT BOWLER PARK



MOAPA VALLEY | OUTDOOR EXPERIENCE PARKS

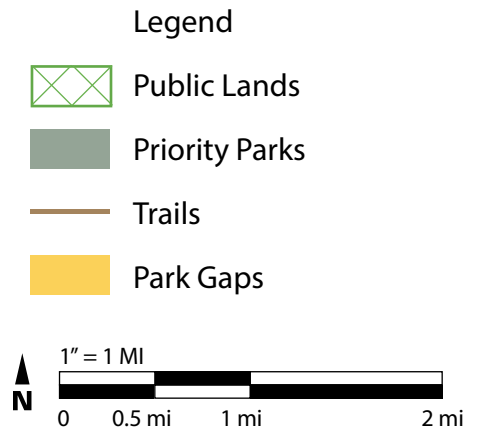
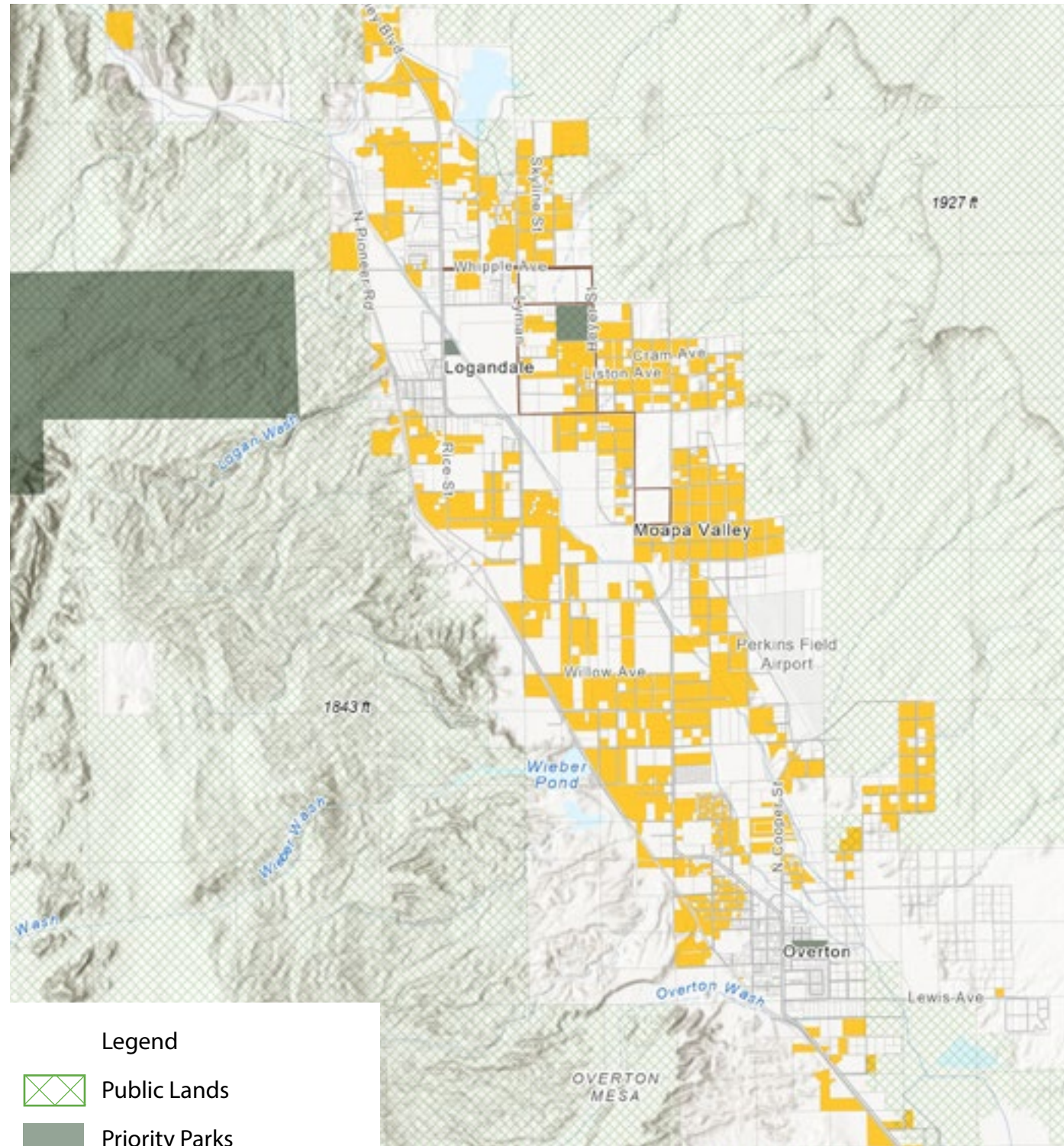


- Legend**
- Public Lands
 - Everyday Parks
 - Destination Parks
 - Outdoor Experience Parks
 - Not Classified
 - Trails

#	Name
4	VALLEY OF FIRE STATE PARK



MOAPA VALLEY | PARK GAPS



Park Gaps are distributed throughout Moapa Valley. The distance between Priority Parks and residential areas contributes to these gaps. Some Park Gap areas are clustered around Moapa Valley Sports Park. These areas have incomplete park access: while they are within a 10-minute walk of an Everyday Park, they do not have sufficient access to Destination Parks or Outdoor Experience Parks.



Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.

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MOUNT CHARLESTON/KYLE CANYON

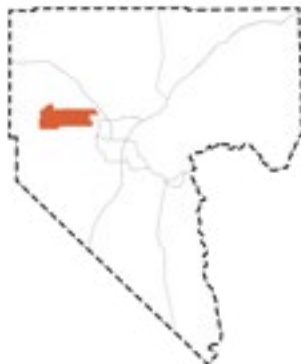


Legend

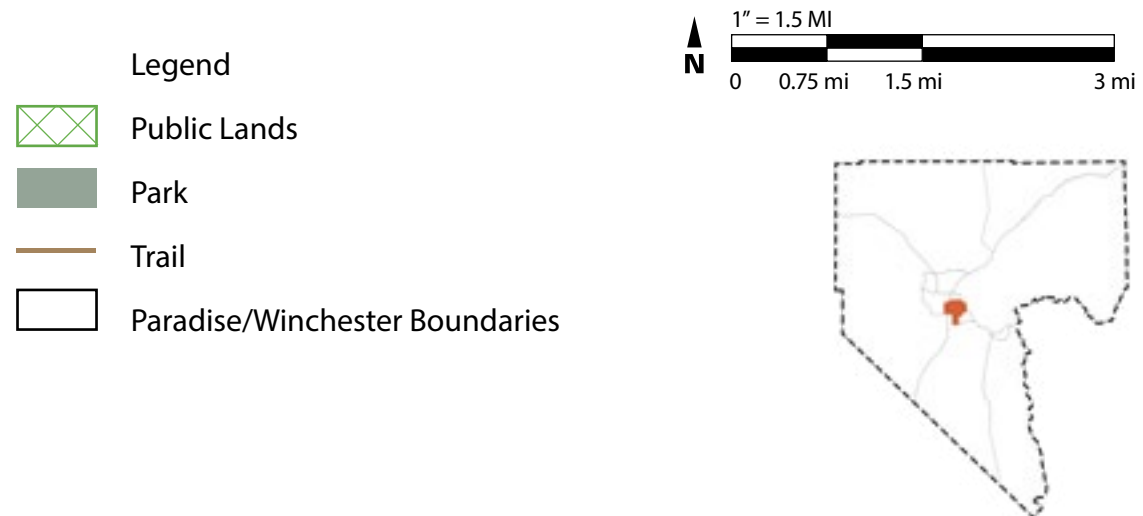
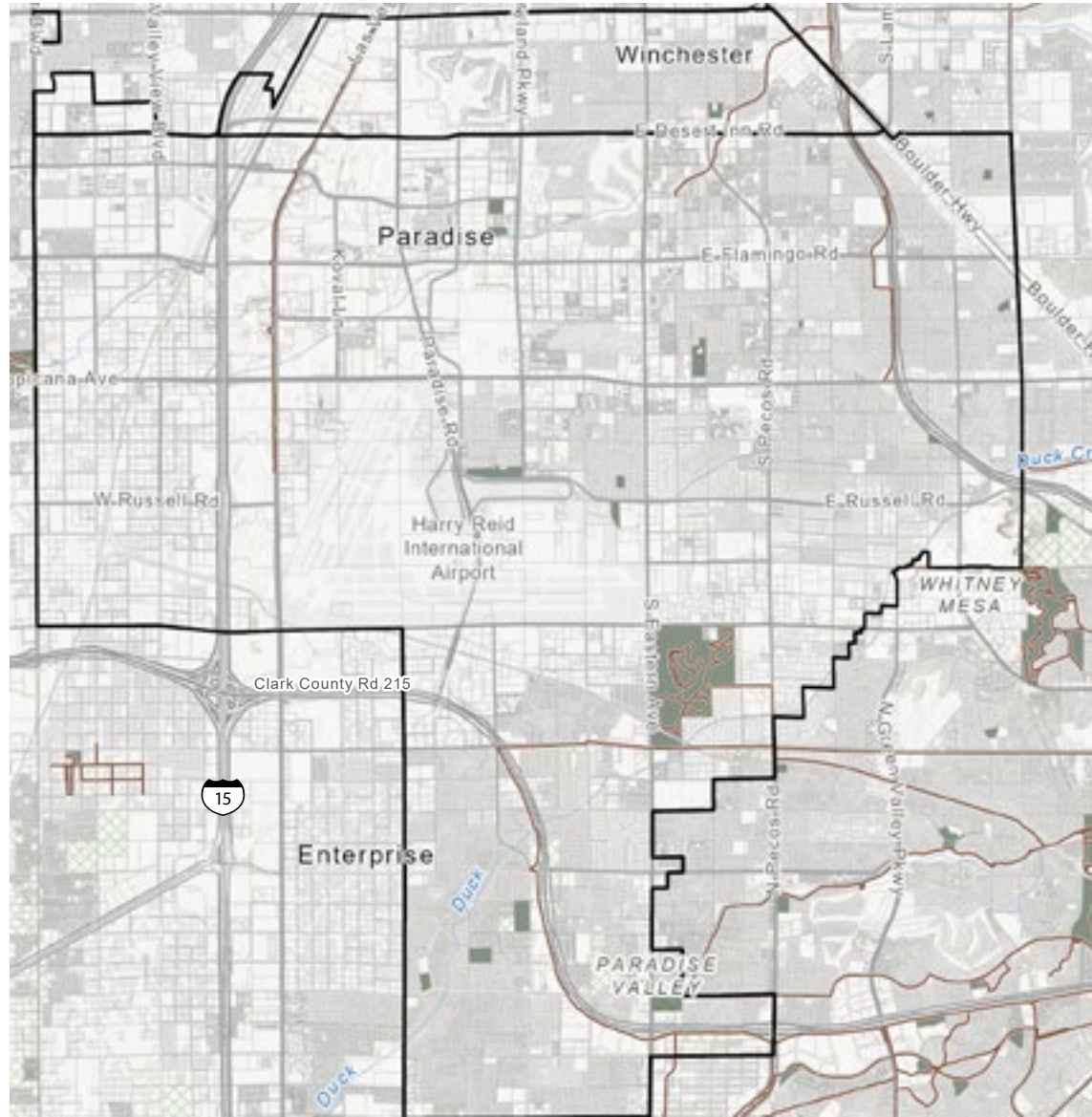
-  Public Lands
-  Park Gaps

Data regarding access to recreational areas within the Spring Mountains National Recreational Area was not available. While residential areas in the Mount Charleston and Kyle Canyon area are within close proximity to this Outdoor Experience Park, park access could not be determined and park gaps were identified for these areas.

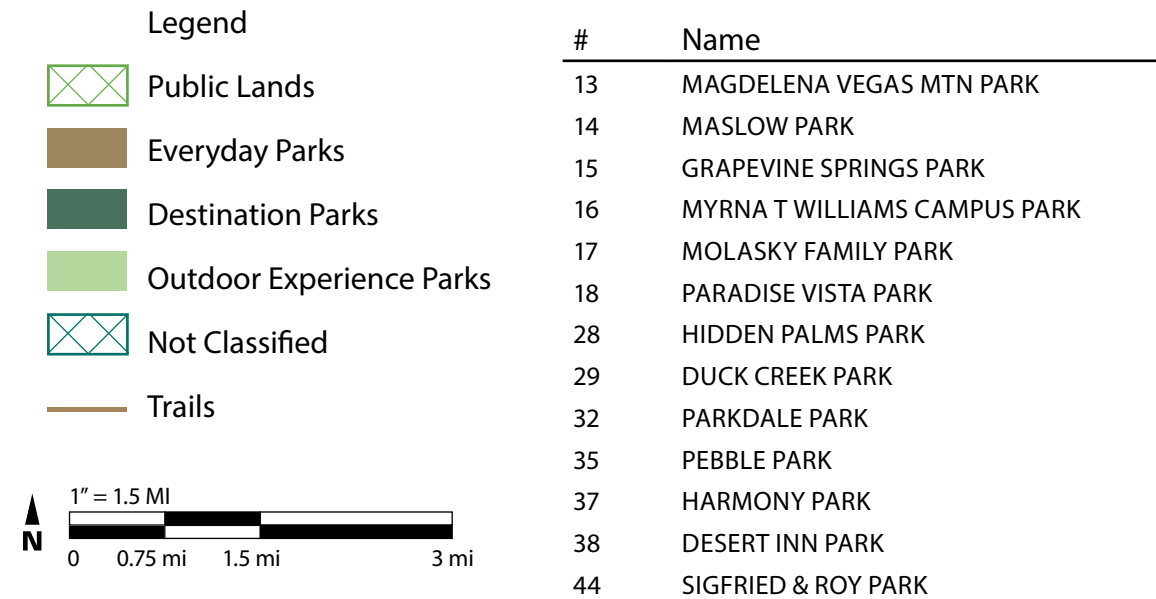
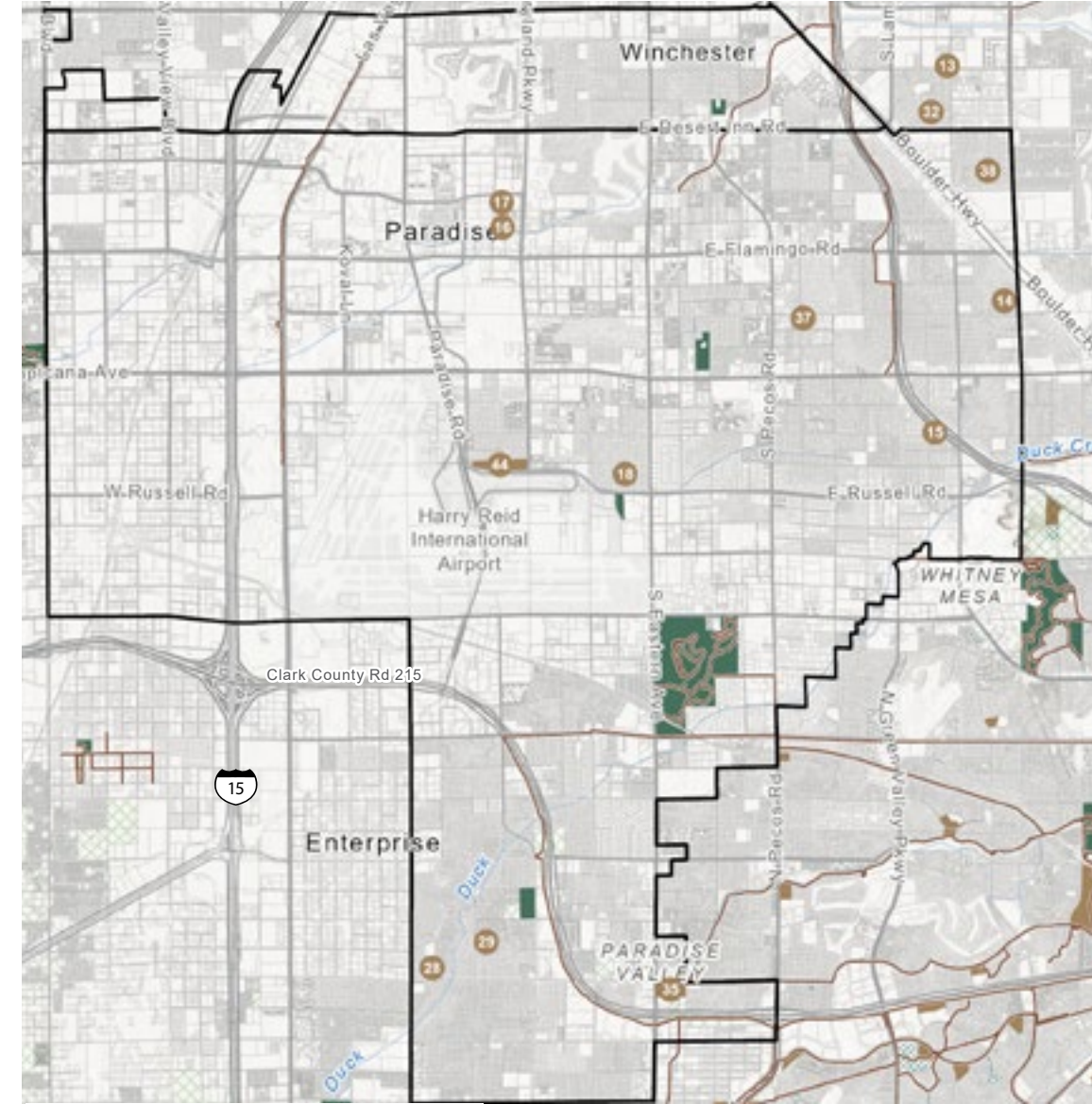
Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.



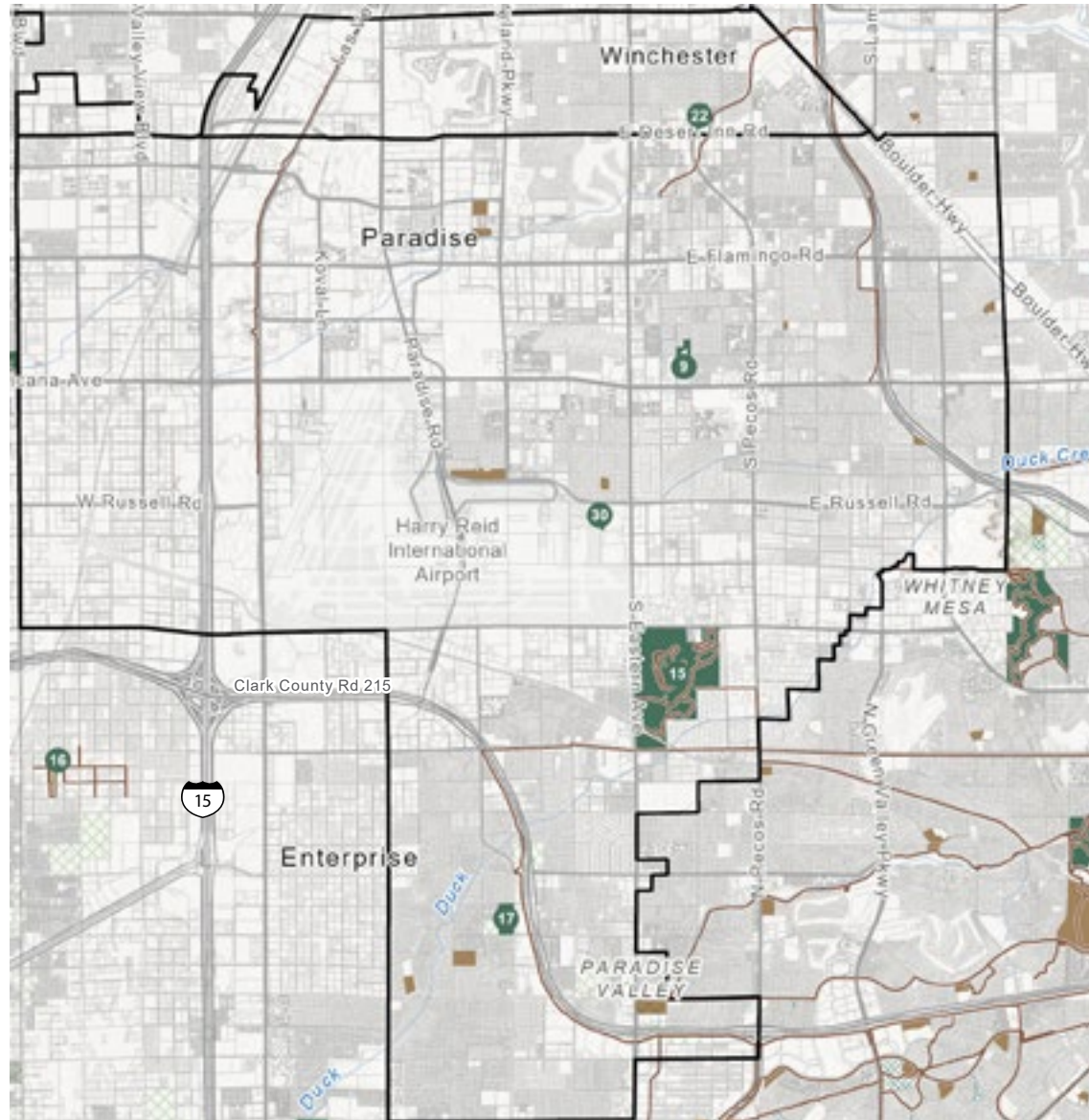
PARADISE/WINCHESTER | PARKS AND TRAILS



PARADISE/WINCHESTER | EVERYDAY PARKS



PARADISE/WINCHESTER | DESTINATION PARKS



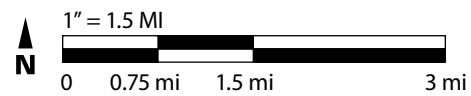
PARADISE/WINCHESTER | OUTDOOR EXPERIENCE PARKS

This page left intentionally blank. There are no Outdoor Experience Parks in Paradise or Winchester.

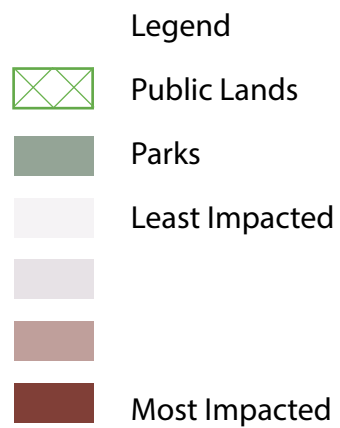
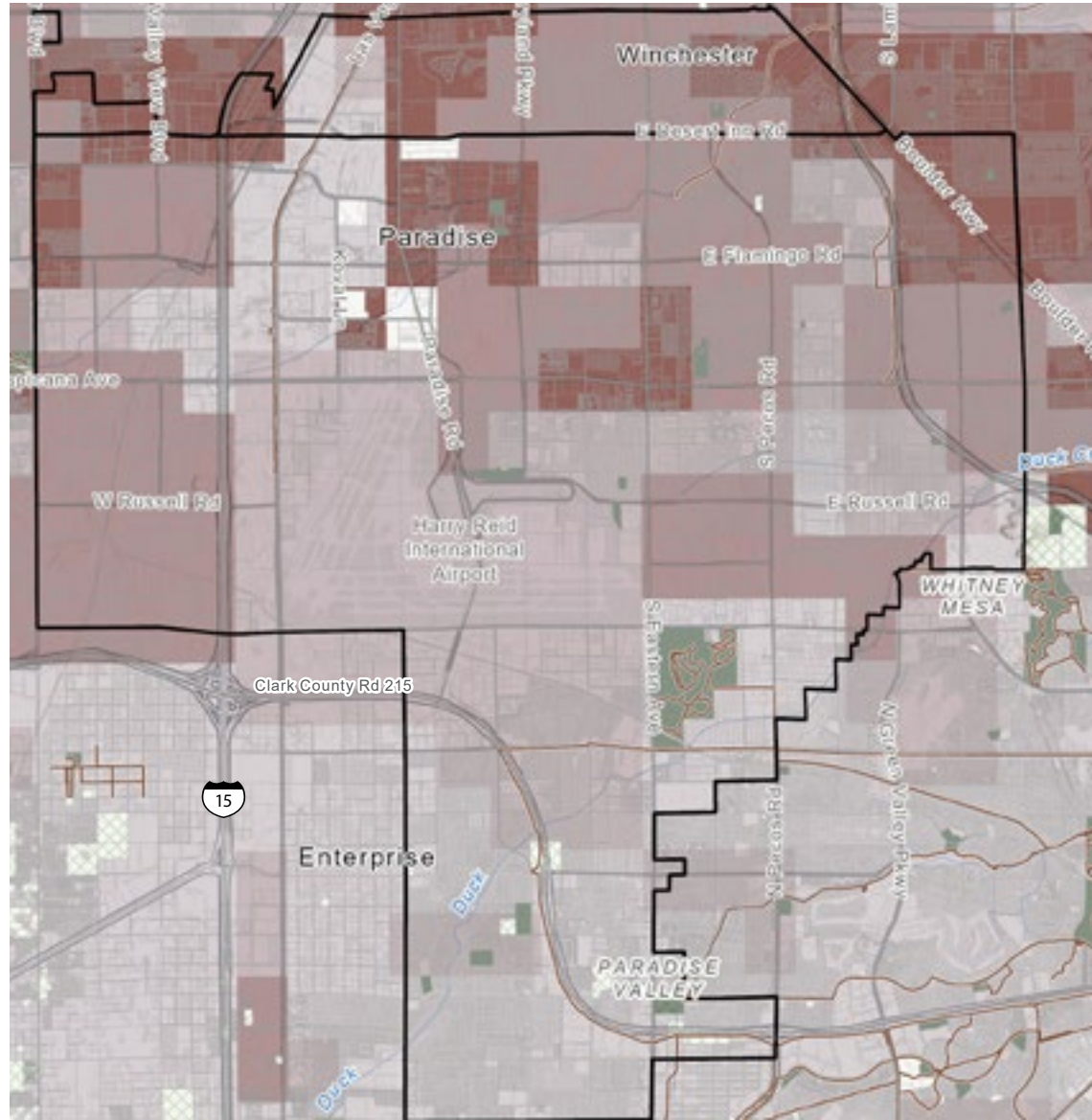
Legend

-  Public Lands
-  Everyday Parks
-  Destination Parks
-  Outdoor Experience Parks
-  Not Classified
-  Trails

#	Name
9	PARADISE PARK
15	SUNSET PARK
16	WESTERN TRAILS PARK
17	DESERT BLOOM PARK
22	WINCHESTER PARK
30	MCCARRAN MARKETPLACE PARK



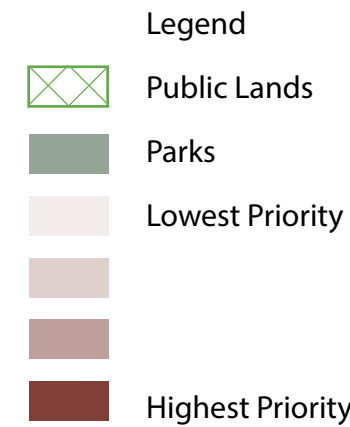
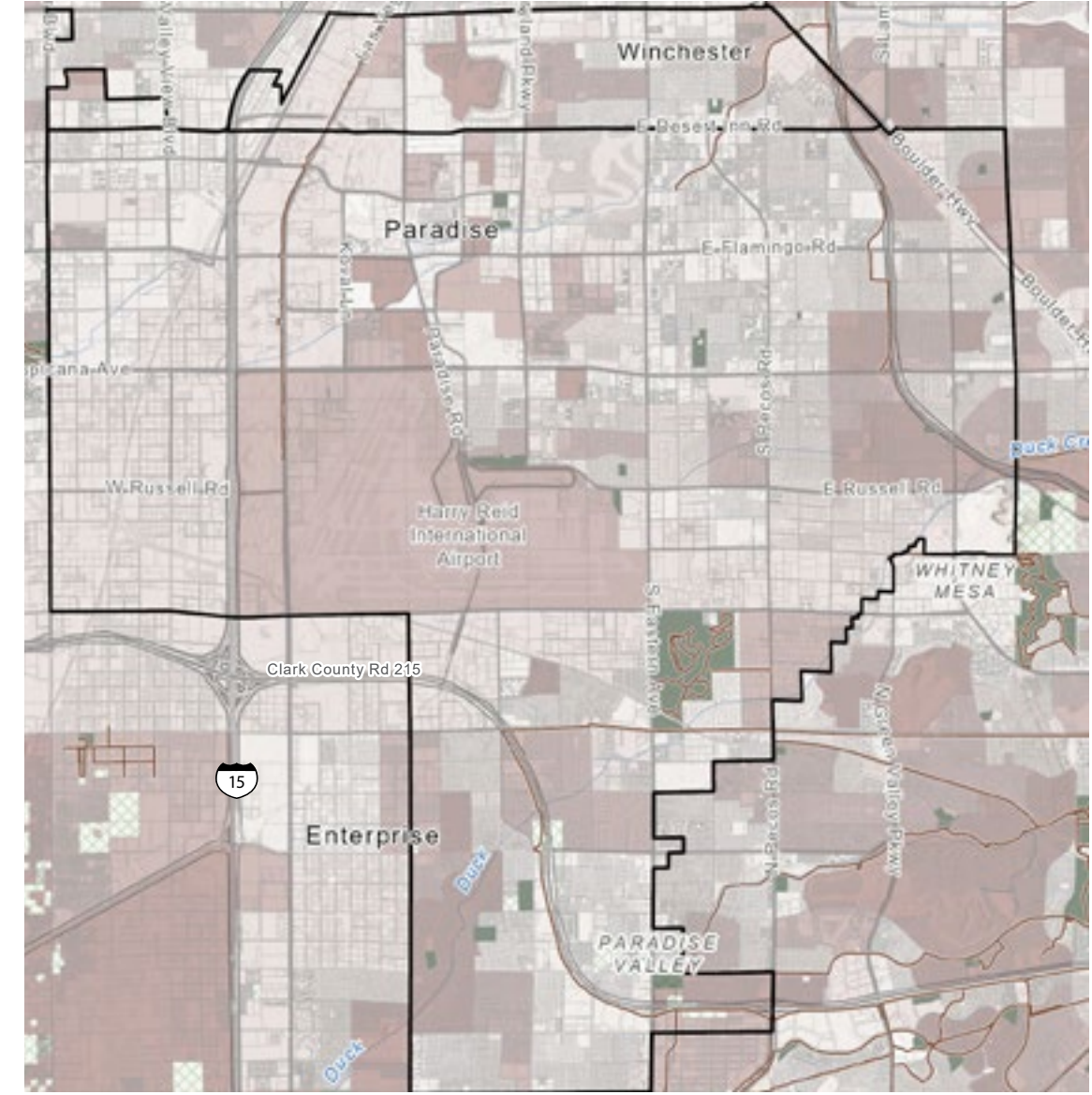
PARADISE/WINCHESTER | IMPACTED COMMUNITIES



There are Impacted Communities distributed across Paradise and Winchester, with concentrations north of the airport and northwest of Boulder Highway.



PARADISE/WINCHESTER | PEDESTRIAN IMPROVEMENTS

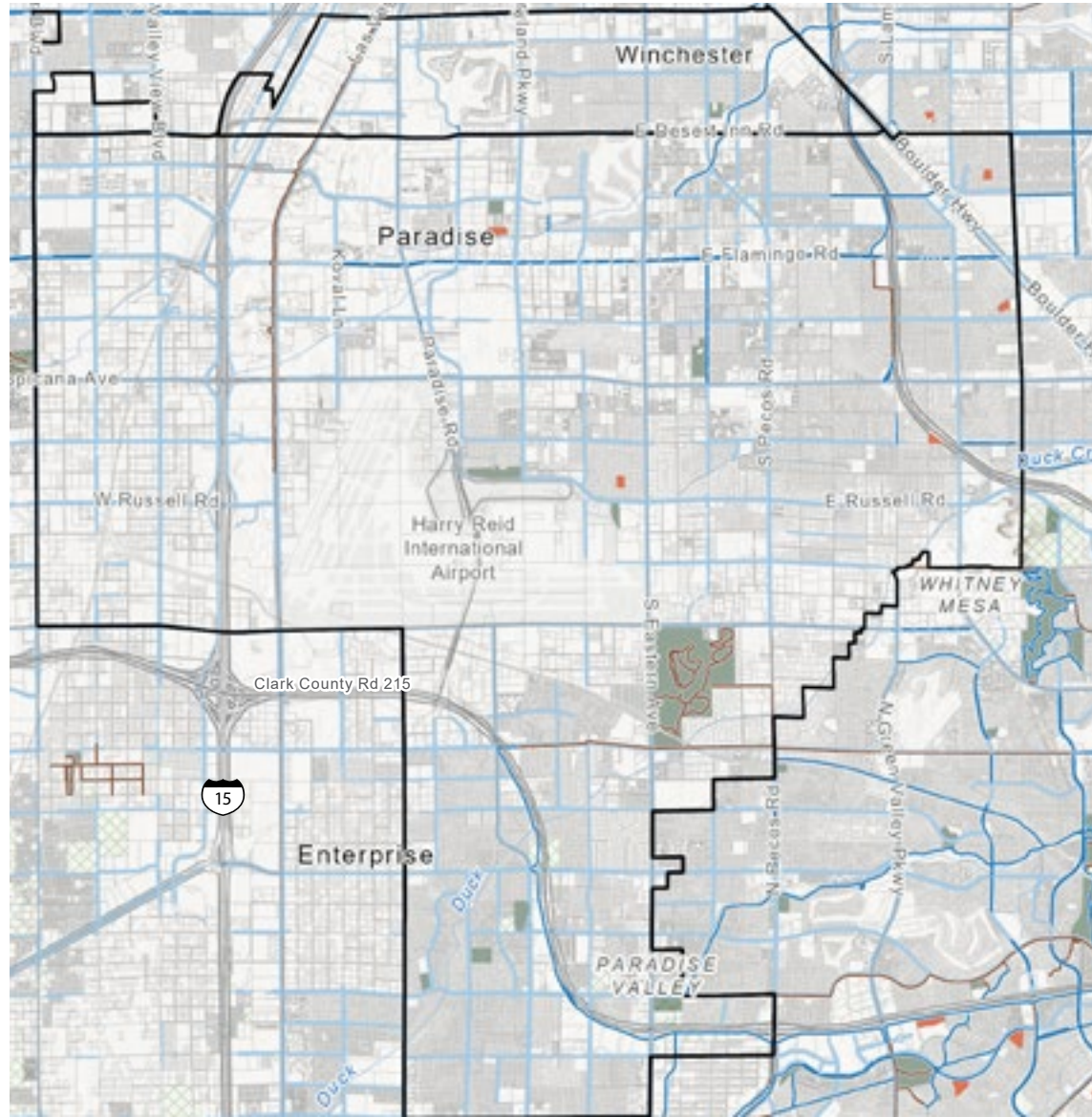


There are several areas in need of pedestrian improvements in the Paradise/Winchester area, mostly around the airport and I-11.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.








PARADISE/WINCHESTER | TRAILS, BIKE PATHS, SIDEWALKS

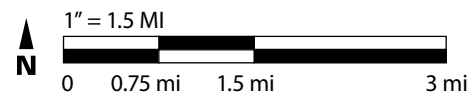


The Paradise and Winchester areas are fairly well-connected by sidewalks, but gaps exist in residential areas. There is minimal bike infrastructure or trails throughout the area.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

Legend

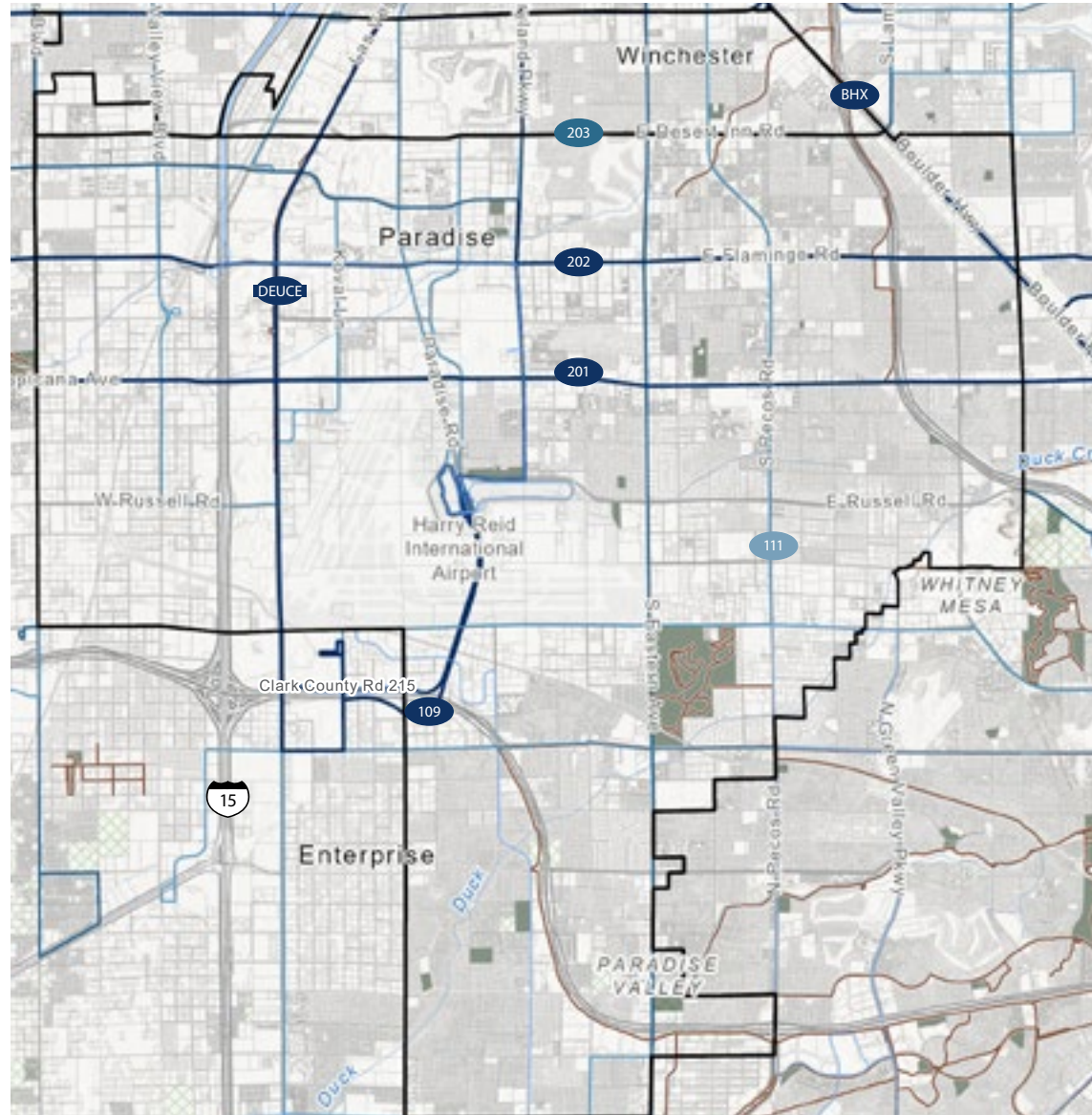
-  Urban Trails
-  High-Comfort Bike Lanes
-  Sidewalks
-  Parks with Trail, Bike, or Sidewalk Access
-  Parks without Trail, Bike, or Sidewalk Access



PARADISE/WINCHESTER | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

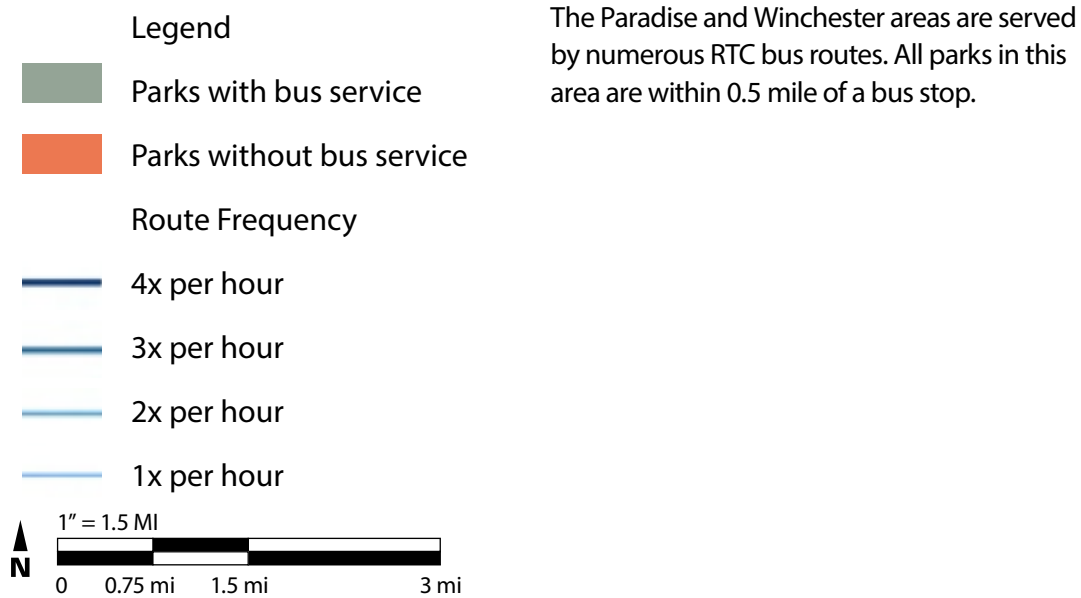
Type	Name
EVERYDAY PARK	MASLOW PARK
EVERYDAY PARK	GRAPEVINE SPRINGS PARK
EVERYDAY PARK	MYRNA T WILLIAMS CAMPUS PARK
EVERYDAY PARK	PARADISE VISTA PARK
EVERYDAY PARK	DESERT INN PARK

PARADISE/WINCHESTER | FIXED-ROUTE BUS SERVICE

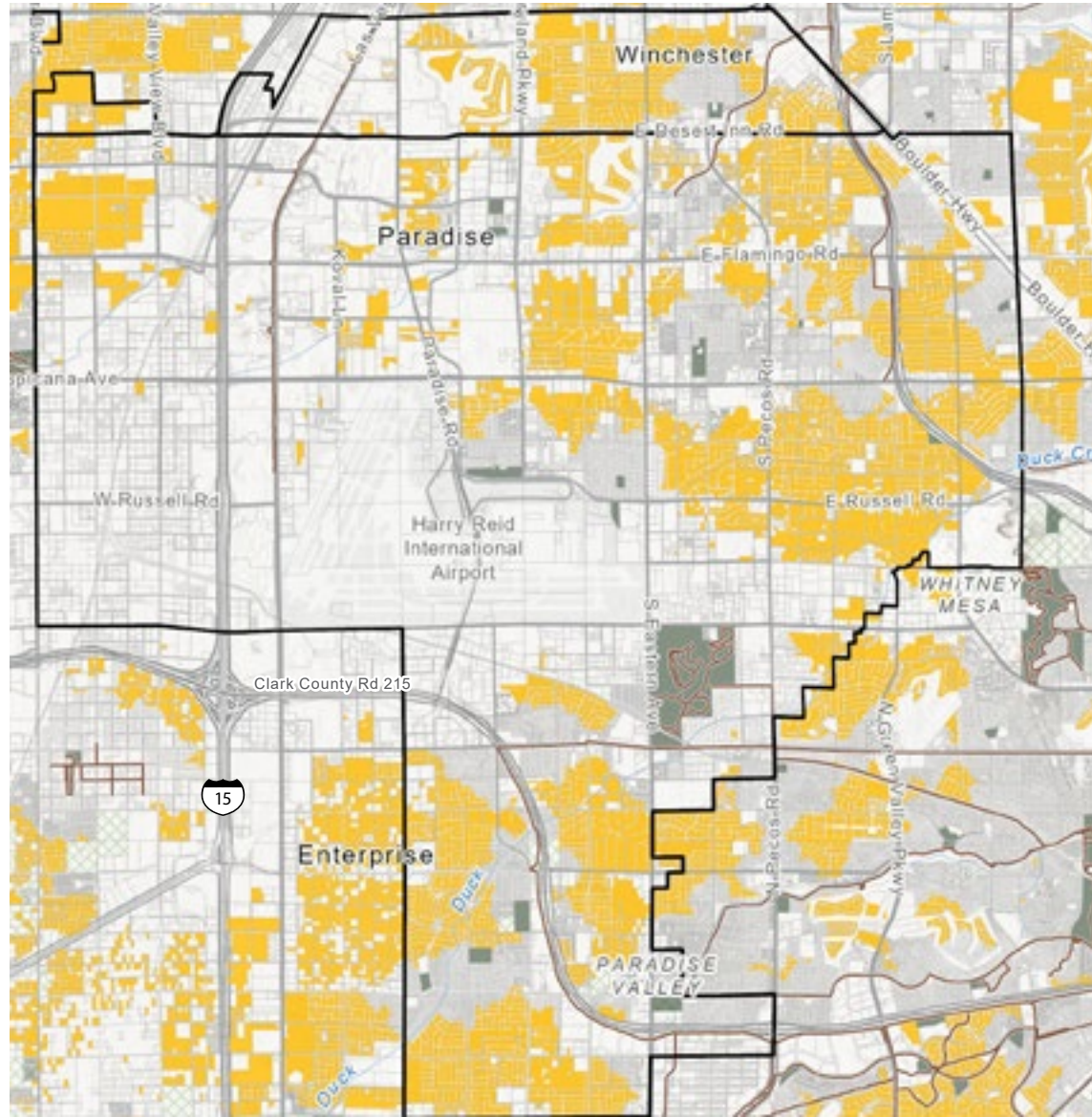


PARADISE/WINCHESTER | PARKS WITHOUT BUS SERVICE

This page left intentionally blank. All Priority Parks in Paradise/Winchester are within 0.5 mile of a bus stop.



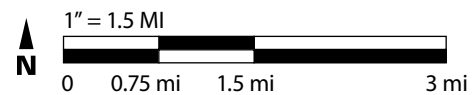
PARADISE/WINCHESTER | PARK GAPS



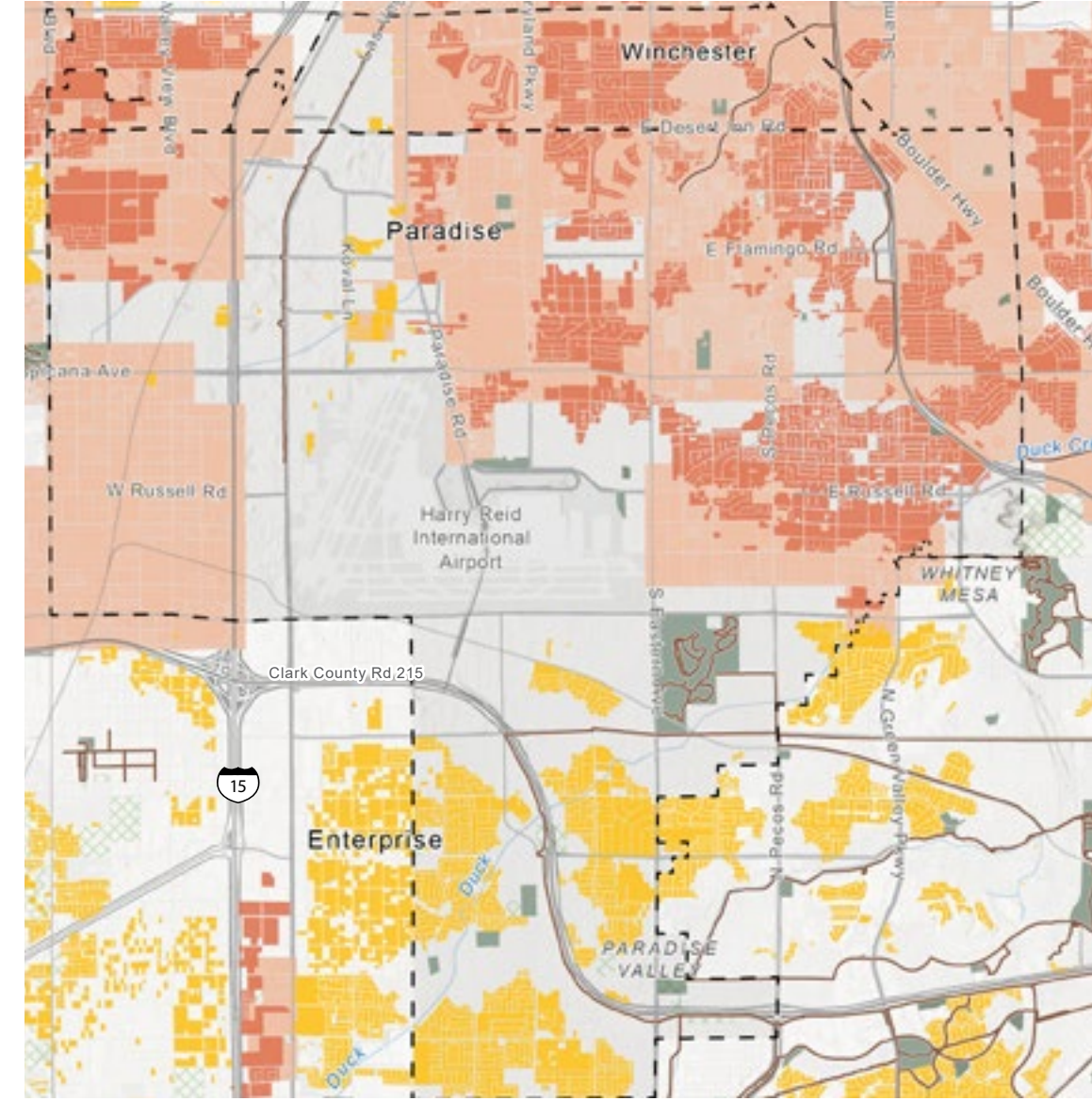
- Legend
- Public Lands
 - Priority Parks
 - Trails
 - Park Gaps

Park Gaps are distributed throughout Paradise and Winchester. Gaps result from a lack of Priority Parks within close proximity to residential areas. Improving connectivity in the trail, bike, and sidewalk network could reduce the number of Park Gaps.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

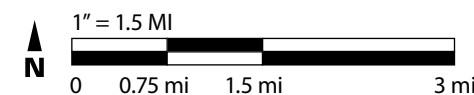


PARADISE/WINCHESTER | HIGH-NEEDS NEIGHBORHOODS

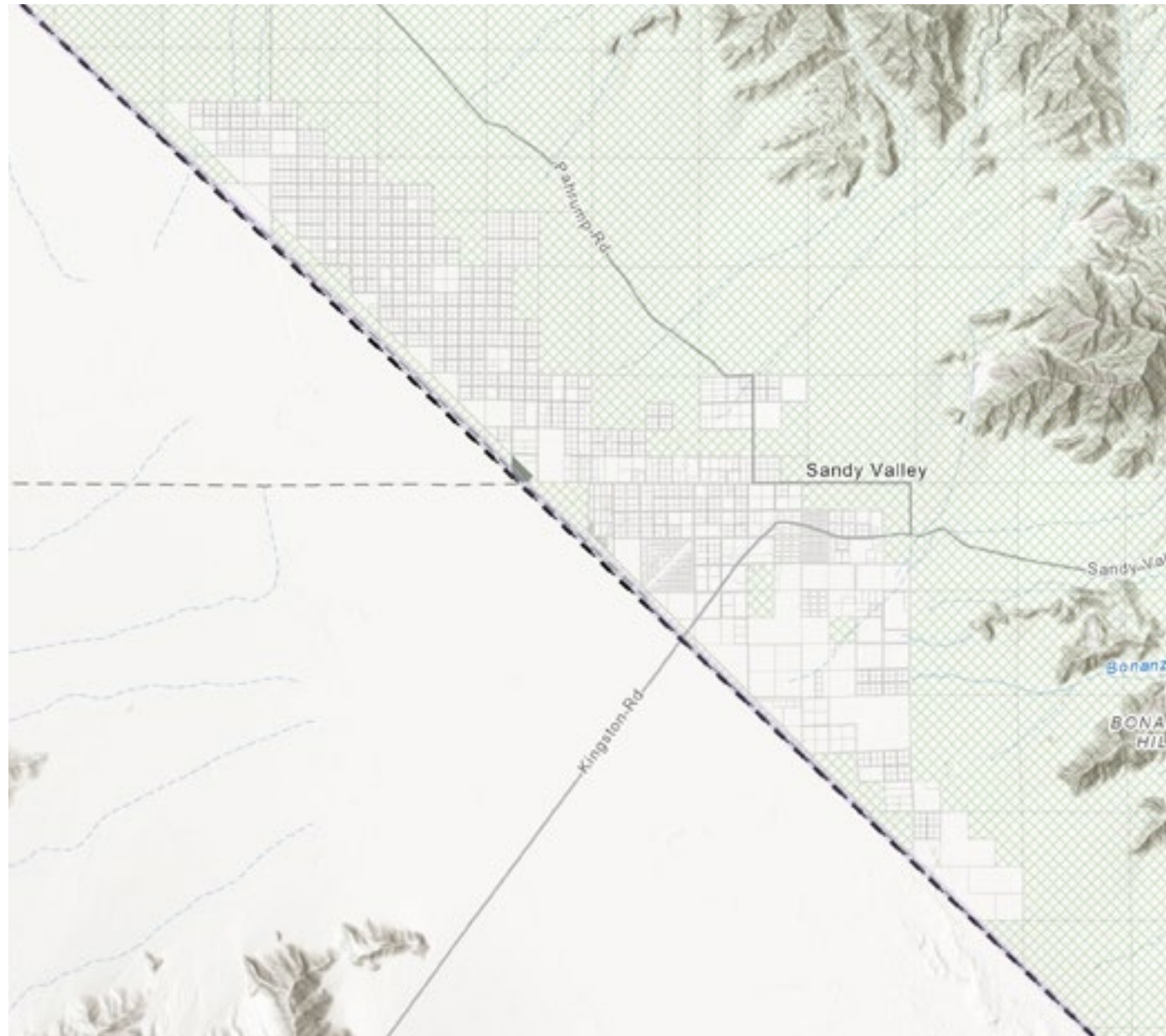





- Legend
- High-Needs Neighborhoods
 - Impacted Communities
 - Residential Park Gaps
 - Opportunity Zones

High-Needs Neighborhoods are concentrated on the northeast side of the Paradise/Winchester area, with several pockets on the far west side as well.



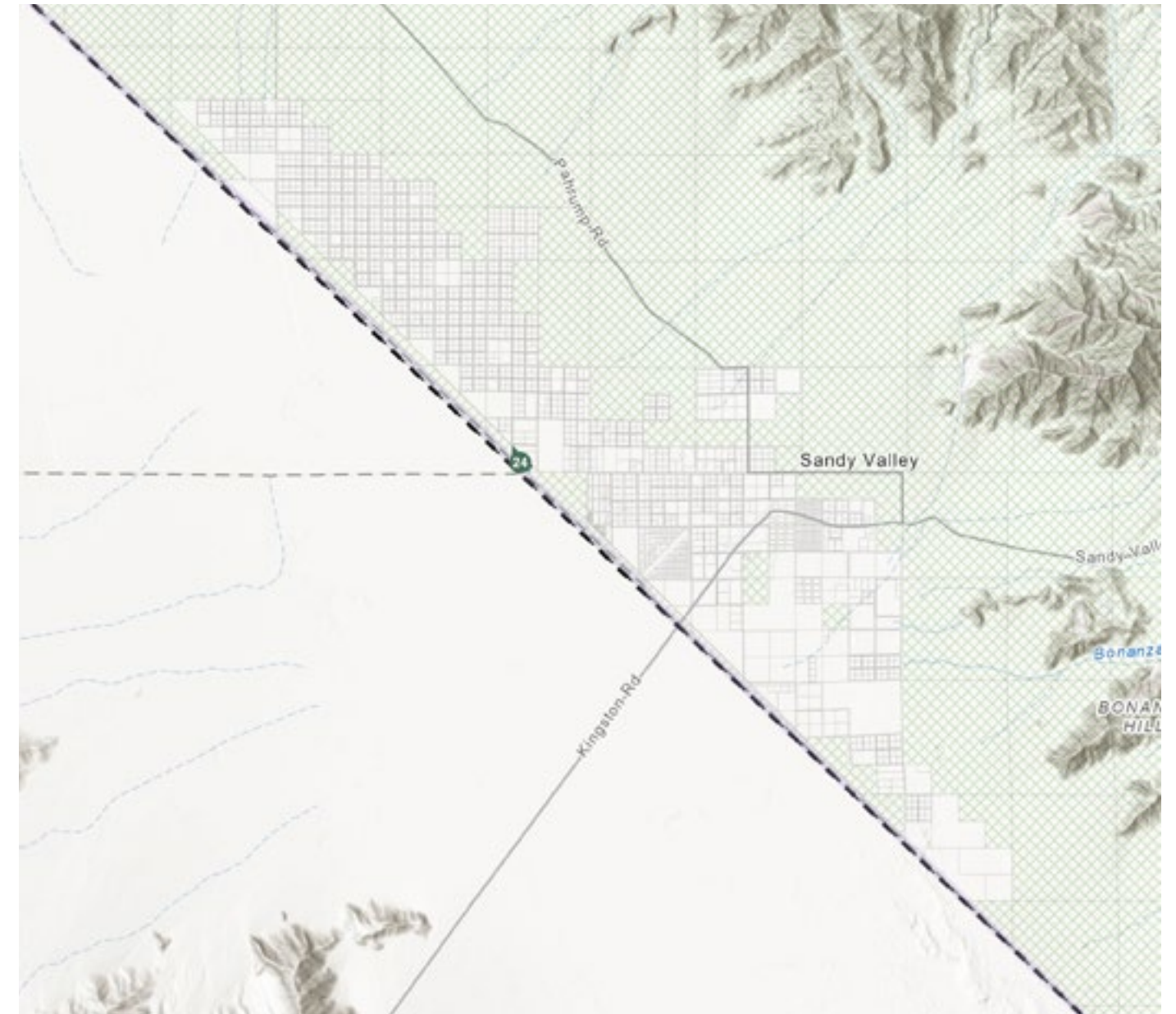
SANDY VALLEY | PARKS AND TRAILS





- Legend
-  Public Lands
 -  Park
 -  Trail



SANDY VALLEY | DESTINATION PARKS



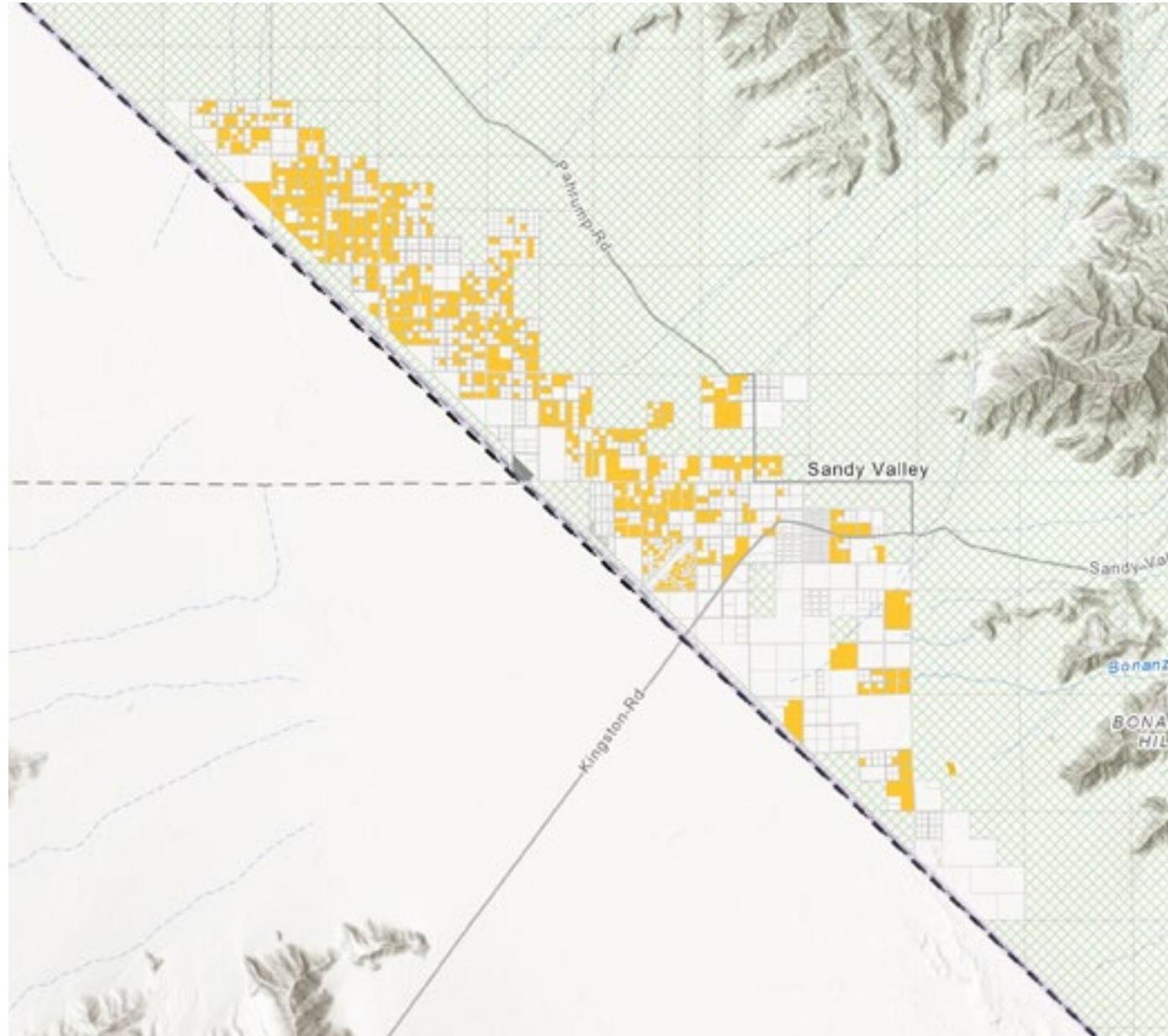
- Legend
-  Public Lands
 -  Destination Parks

#	Name
24	PEACE PARK

There are no Everyday Parks or Outdoor Experience Parks in Sandy Valley.




SANDY VALLEY | PARK GAPS



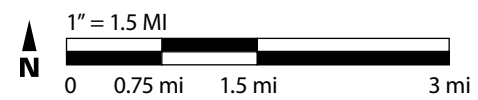
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Legend

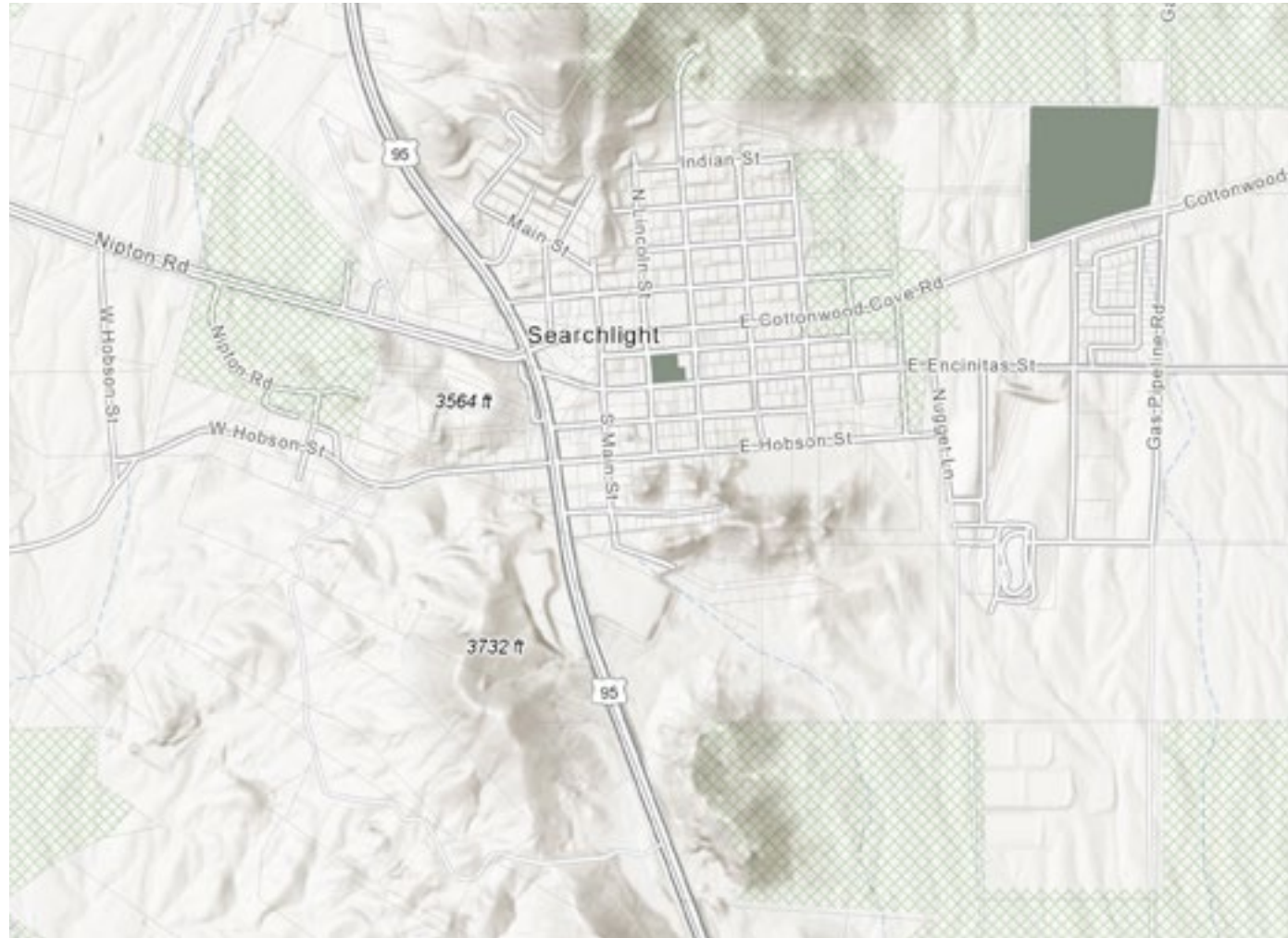
-  Public Lands
-  Priority Parks
-  Trails
-  Park Gaps




Park Gaps are distributed throughout Sandy Valley. The distance between Priority Parks and residential areas contributes to these gaps.

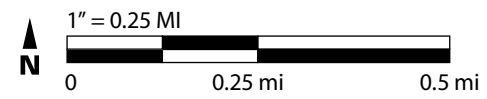
Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.



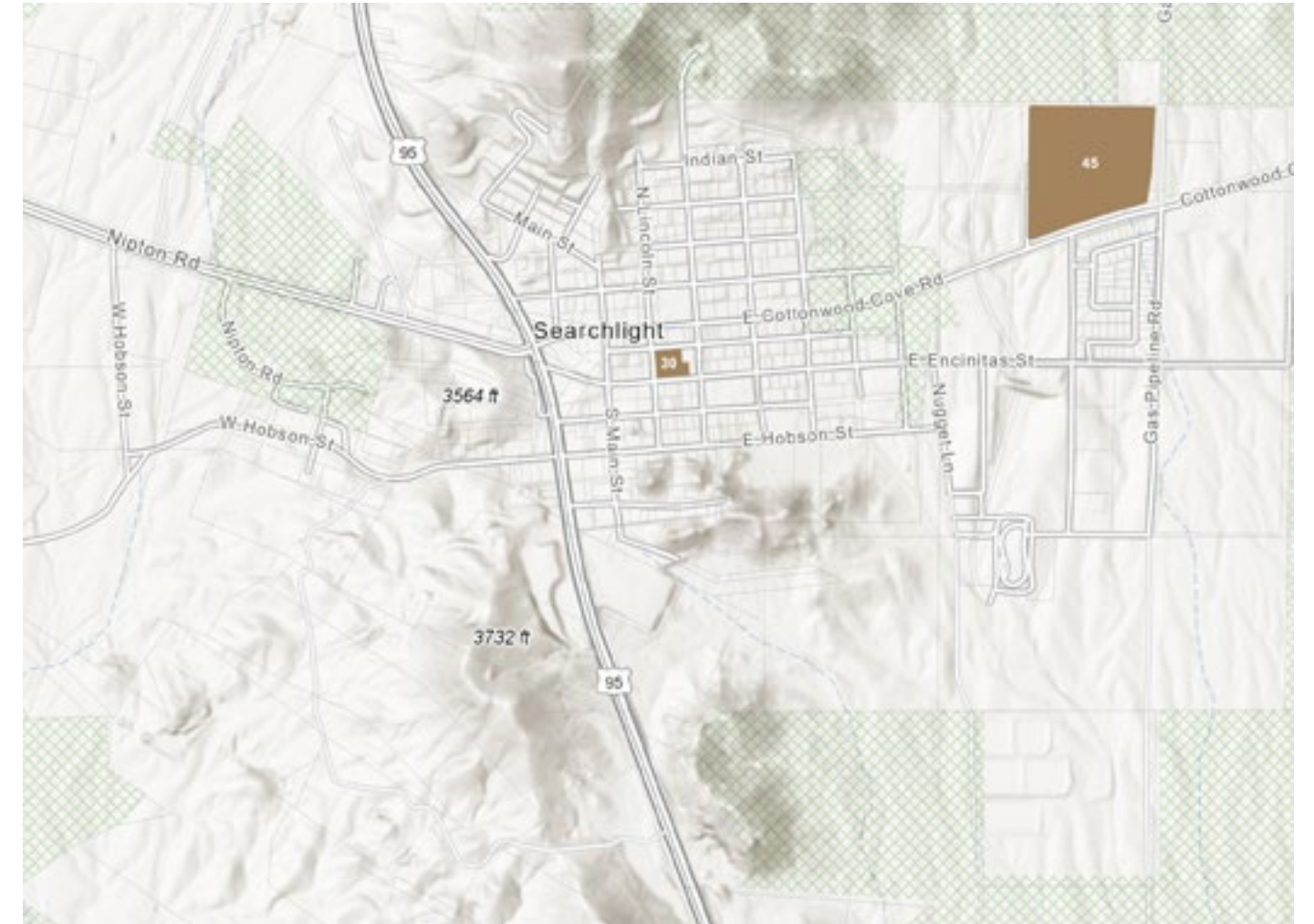
SEARCHLIGHT | PARKS AND TRAILS



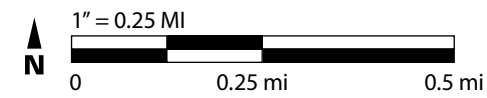
- Legend
-  Public Lands
 -  Park
 -  Trail



SEARCHLIGHT | EVERYDAY PARKS



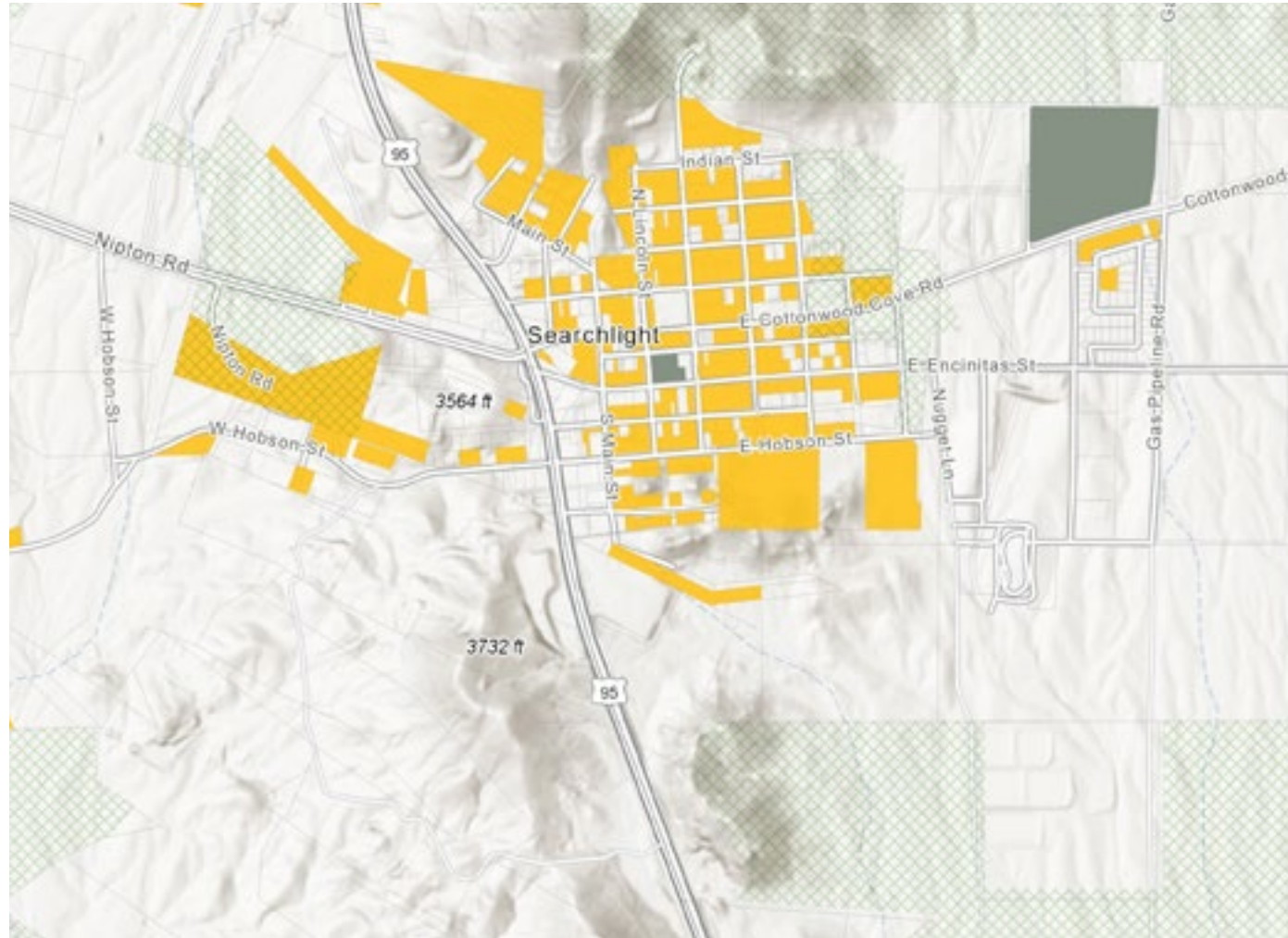
- Legend
-  Public Lands
 -  Everyday Parks



#	Name
30	SEARCHLIGHT TOWN PARK
45	REX BELL JR. TRAIL PARK

There are no Destination Parks or Outdoor Experience Parks in Searchlight.

SEARCHLIGHT | PARK GAPS



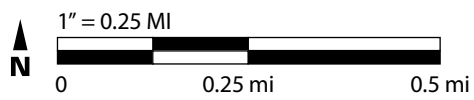
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Legend

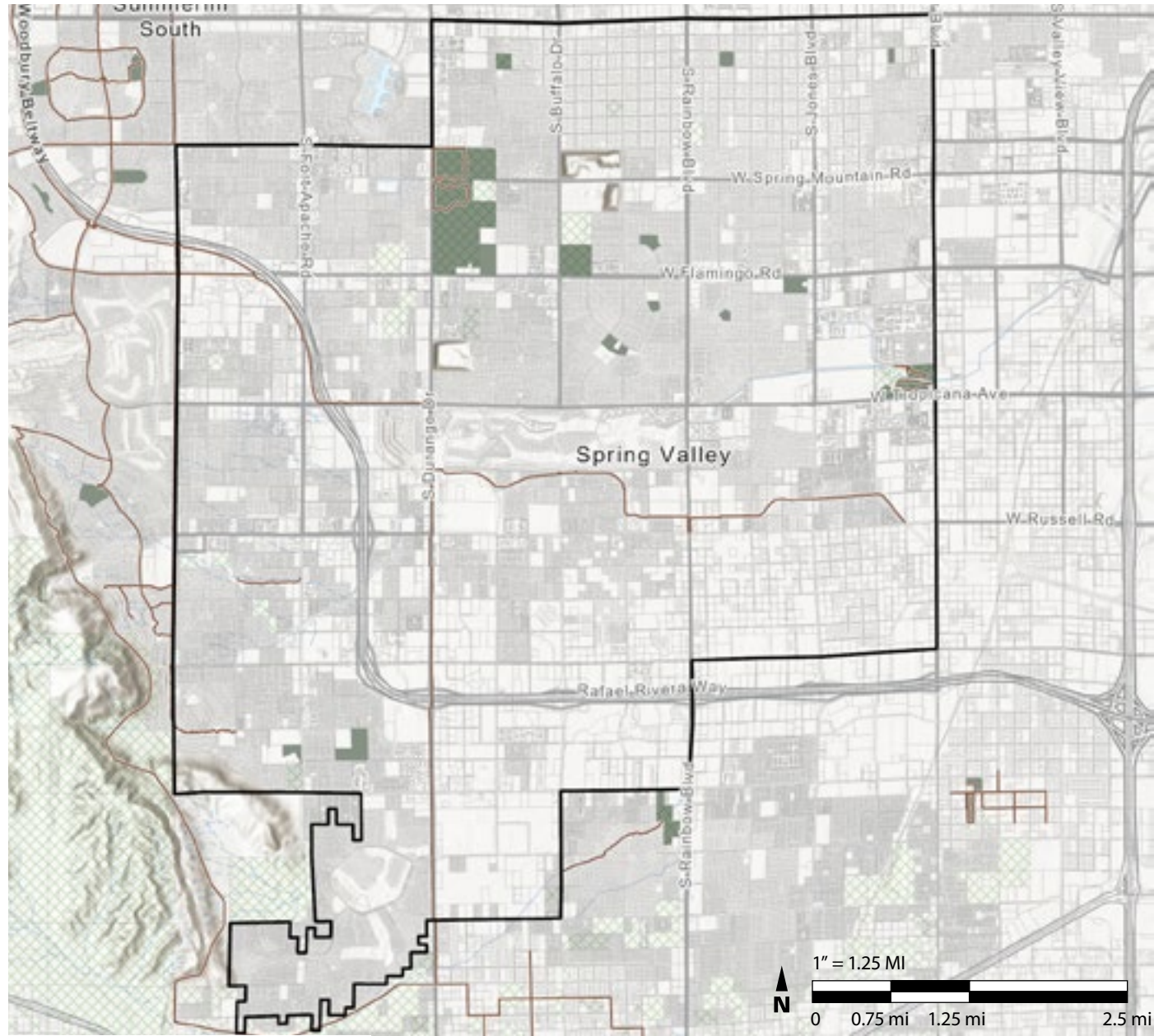
-  Public Lands
-  Priority Parks
-  Trails
-  Park Gaps

Park Gaps for Searchlight are based on available data. The distribution of Park Gaps across the Searchlight area are due to a lack of Destination Parks and Outdoor Experience Parks within a safe walk or roll or connected by transit.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.



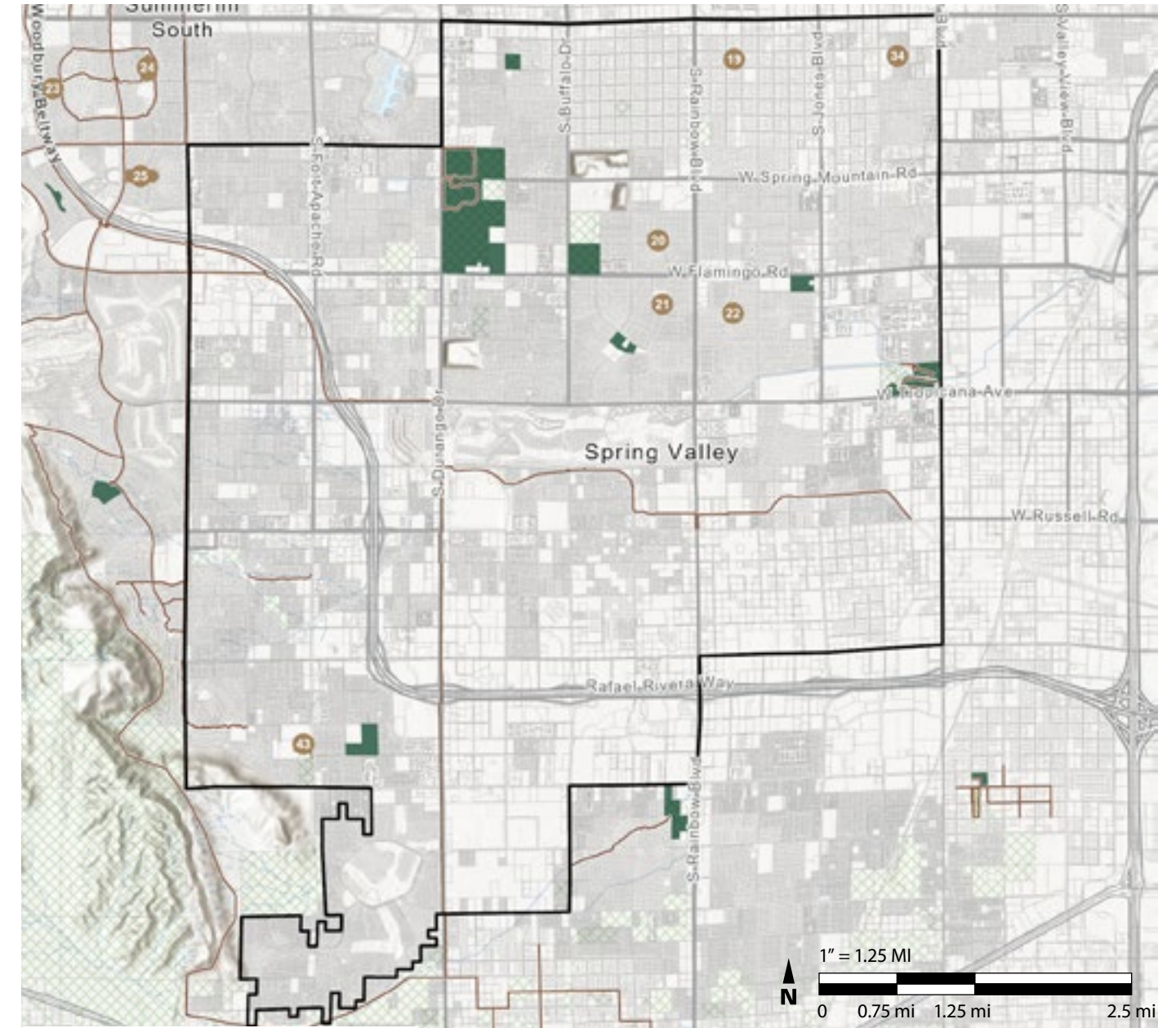
SPRING VALLEY | PARKS AND TRAILS



- Legend**
- Public Lands
 - Park
 - Trail
 - Spring Valley Boundary



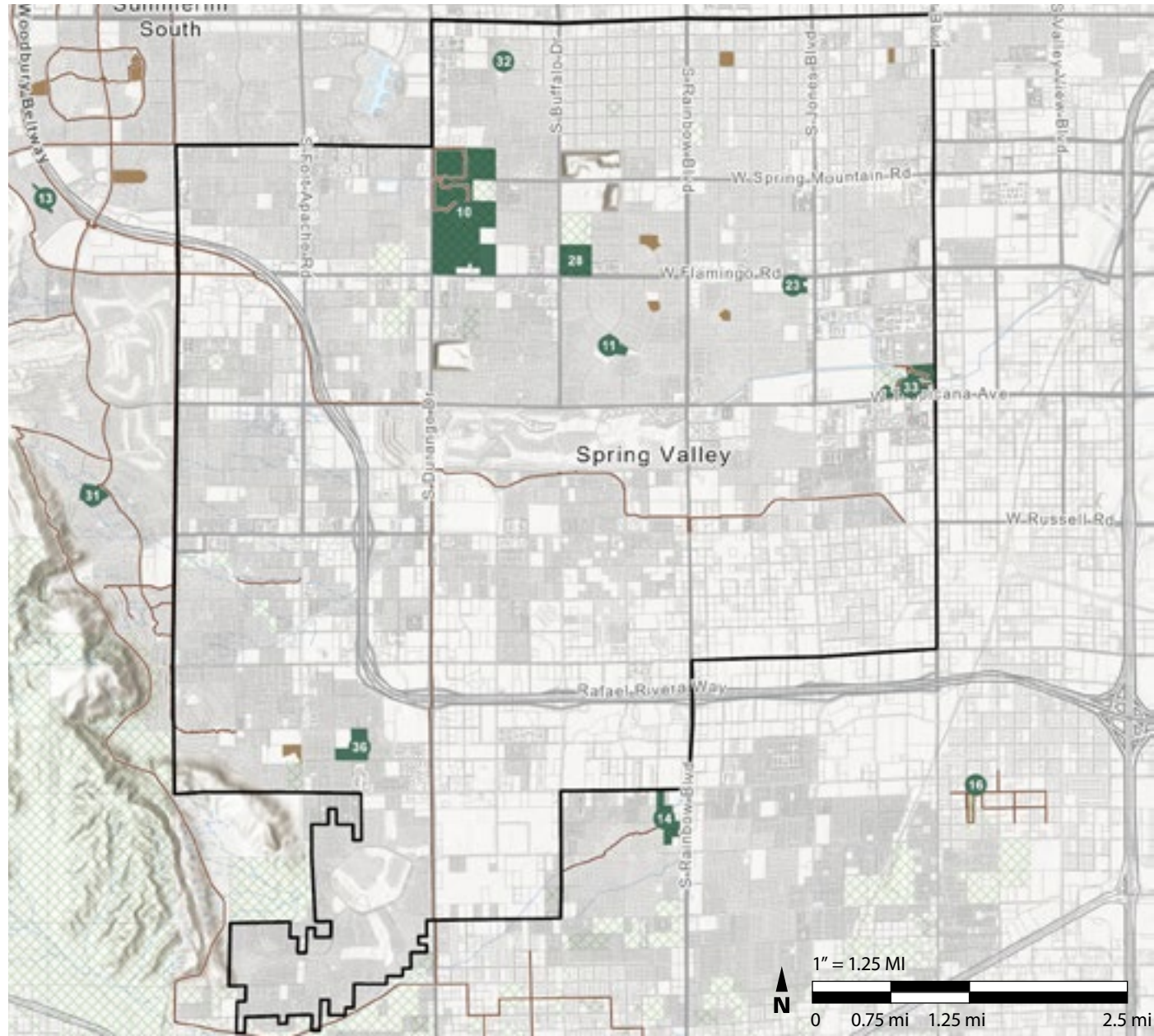
SPRING VALLEY | EVERYDAY PARKS



- Legend**
- Public Lands
 - Everyday Parks
 - Destination Parks
 - Outdoor Experience Parks
 - Not Classified
 - Trails

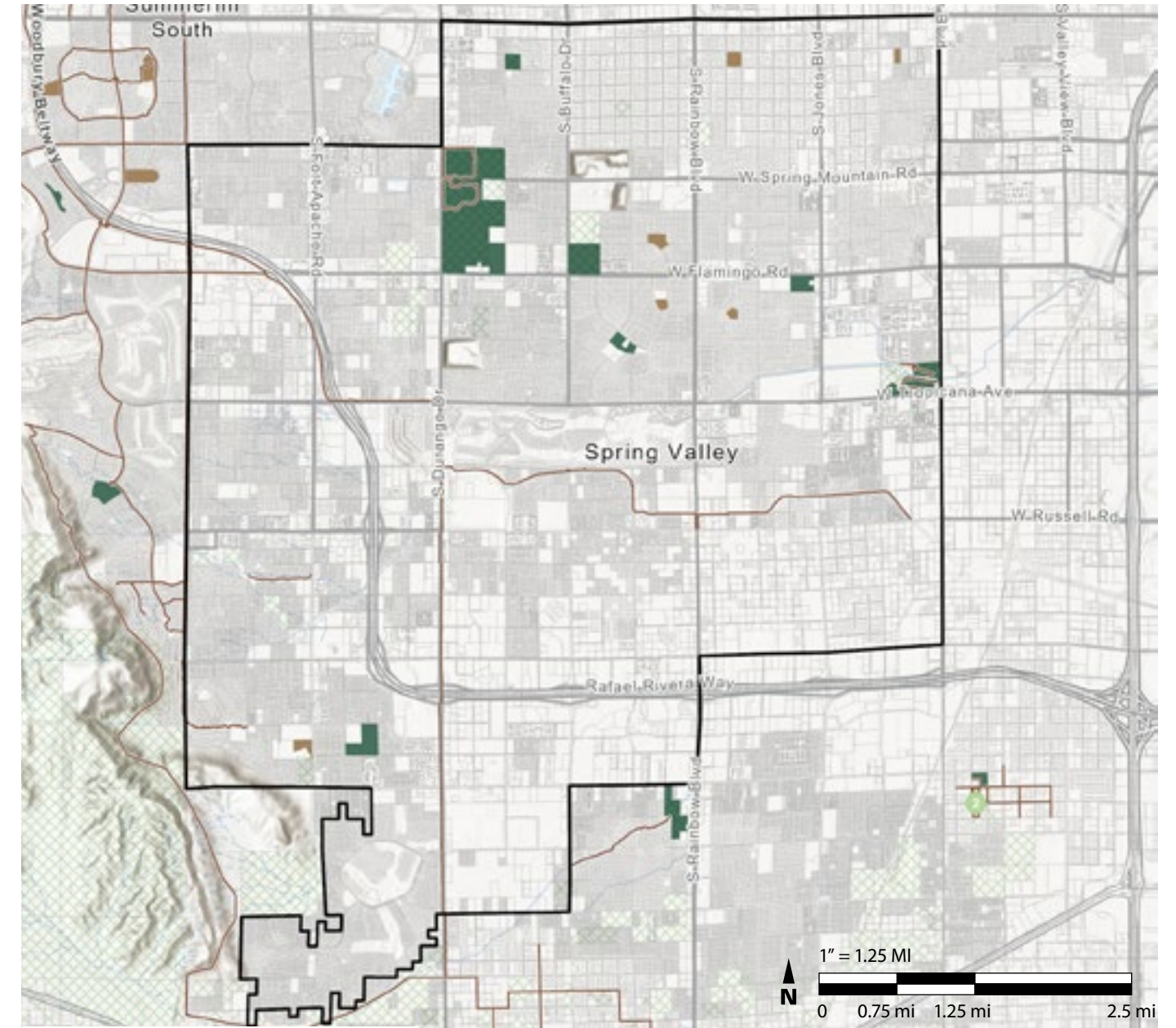
#	Name
19	DAVIS PARK
20	PROSPERITY PARK
21	RAVENWOOD PARK
22	LAURELWOOD PARK
23	SPOTTED LEAF PARK
24	WILLOWS PARK
25	GARDENS PARK
34	POTOSI PARK
43	FAISS PARK

SPRING VALLEY | DESTINATION PARKS



Legend	#	Name
	10	DESERT BREEZE PARK
	11	PAUL MEYER PARK
	13	RIDGEBROOK PARK
	14	NEVADA TRAILS PARK
	16	WESTERN TRAILS PARK
	23	WEST FLAMINGO PARK
	28	SPRING VALLEY COMMUNITY PARK
	31	MESA PARK
	32	OLD SPANISH TRAIL PARK
	33	CHARLIE FRIAS PARK
	36	RED RIDGE PARK

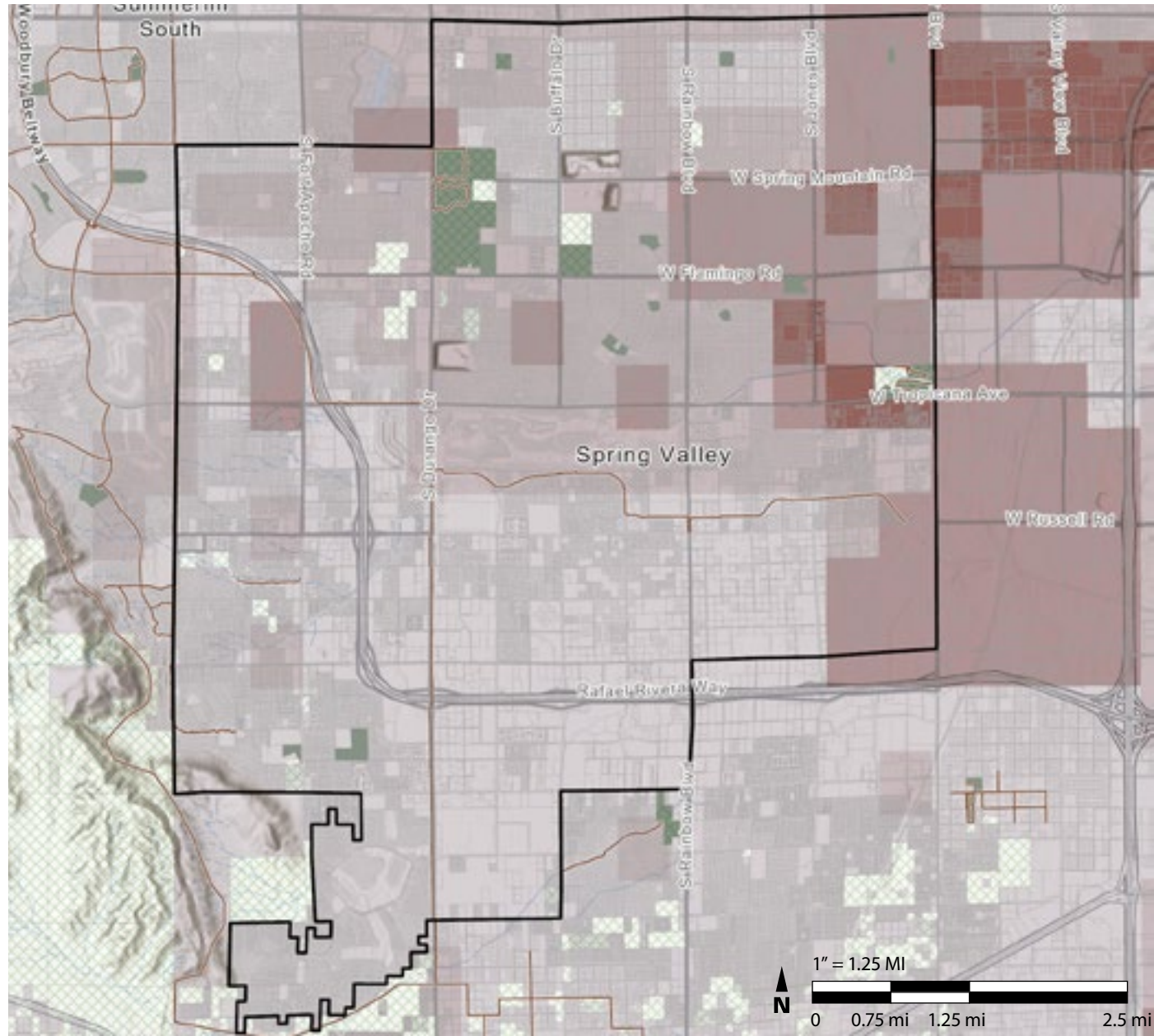
SPRING VALLEY | OUTDOOR EXPERIENCE PARKS





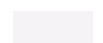



Legend	#	Name
	2	WESTERN TRAILS EQUESTRIAN PARK*

* Western Trails Equestrian Park is outside the Spring Valley boundary.

SPRING VALLEY | IMPACTED COMMUNITIES

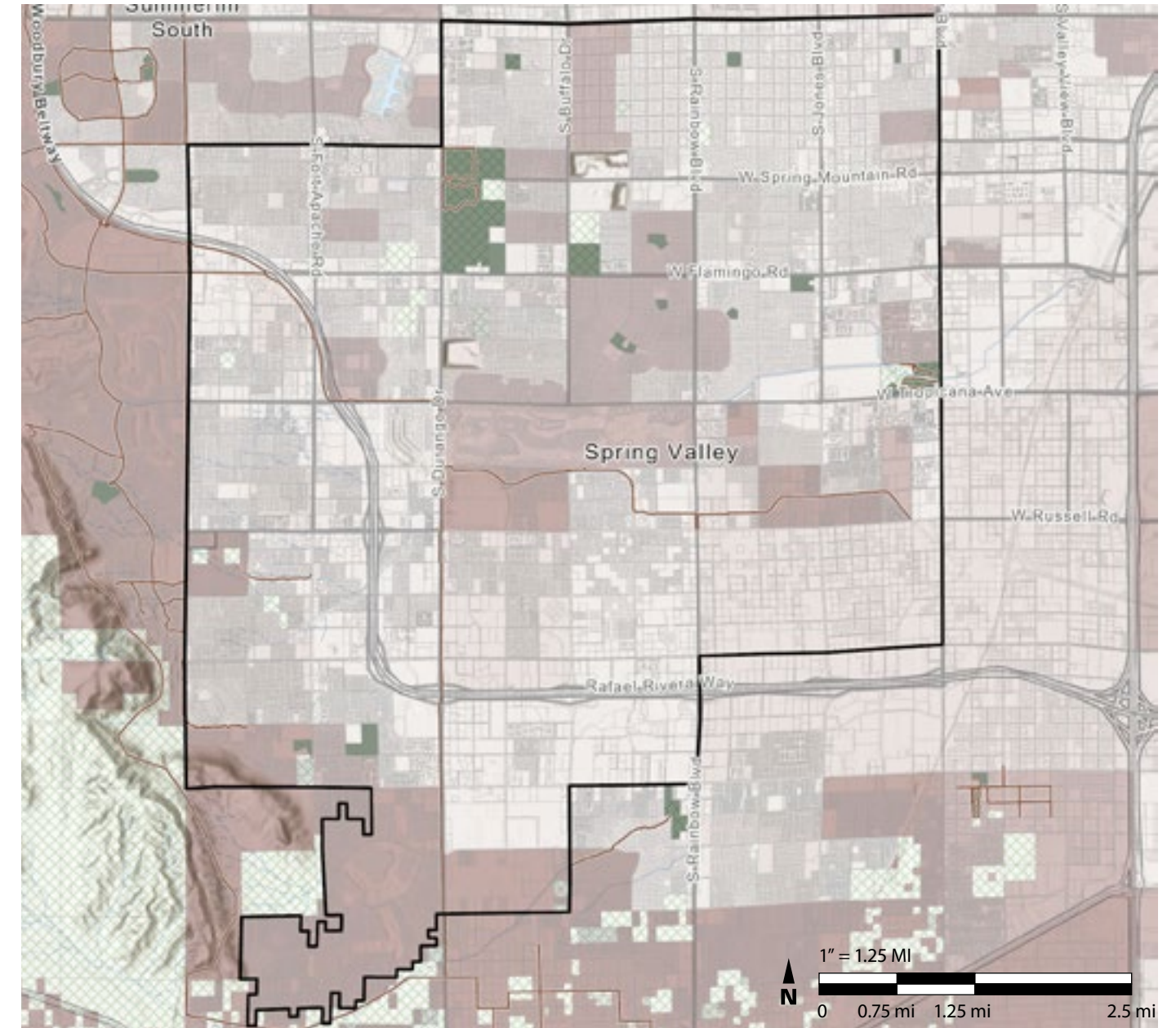


Legend







-  Public Lands
-  Parks
-  Least Impacted
- 
- 
-  Most Impacted

Impacted Communities in Spring Valley are concentrated on the northeast side.

SPRING VALLEY | PEDESTRIAN IMPROVEMENTS



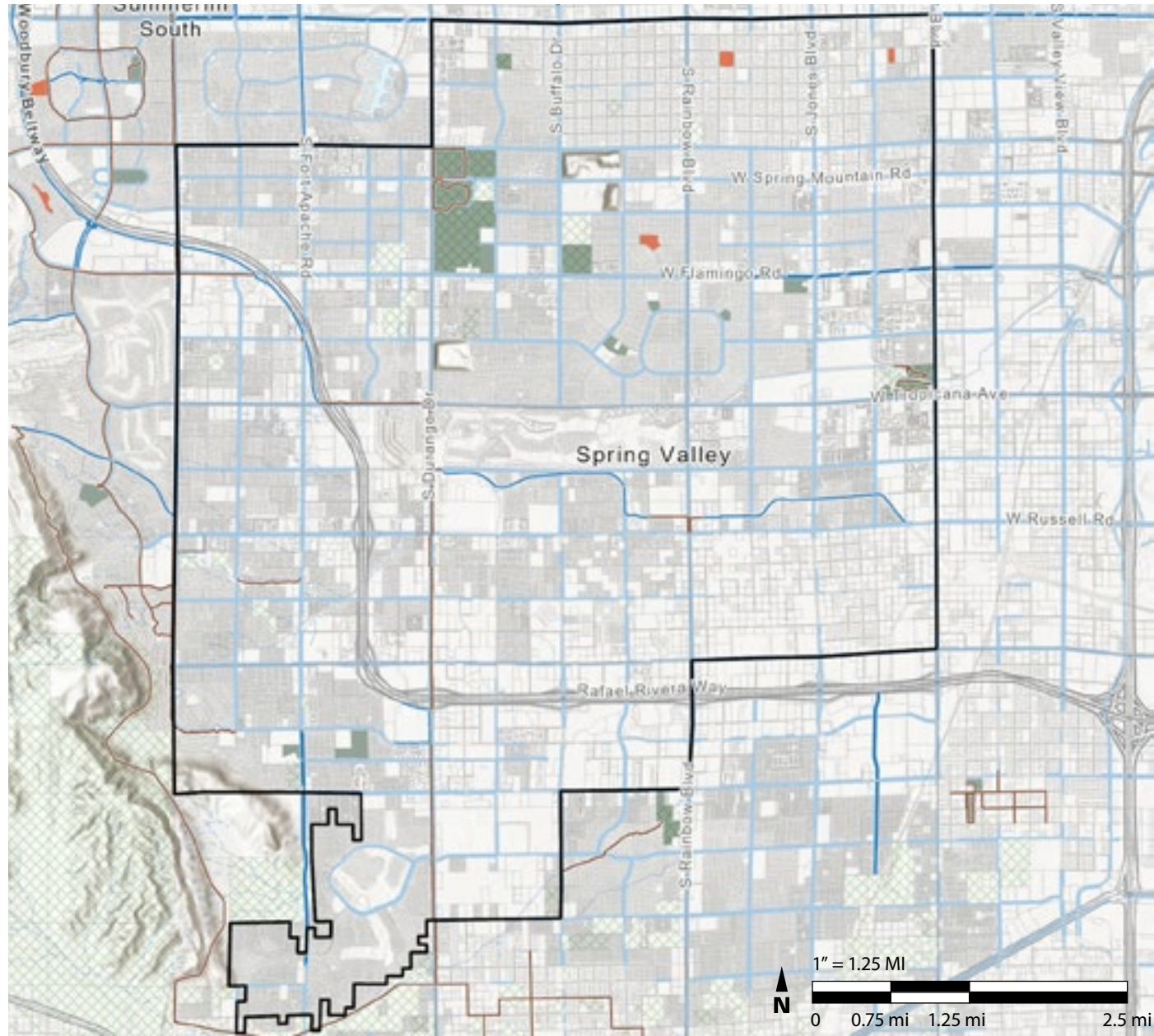
Legend

-  Public Lands
-  Parks
-  Lowest Priority
- 
- 
-  Highest Priority

Areas in need of pedestrian improvements are concentrated in the center and the peripheries of Spring Valley.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

SPRING VALLEY | TRAILS, BIKE PATHS, SIDEWALKS



Legend

- Urban Trails
- High-Comfort Bike Lanes
- Sidewalks
- Parks with Trail, Bike, or Sidewalk Access
- Parks without Trail, Bike, or Sidewalk Access

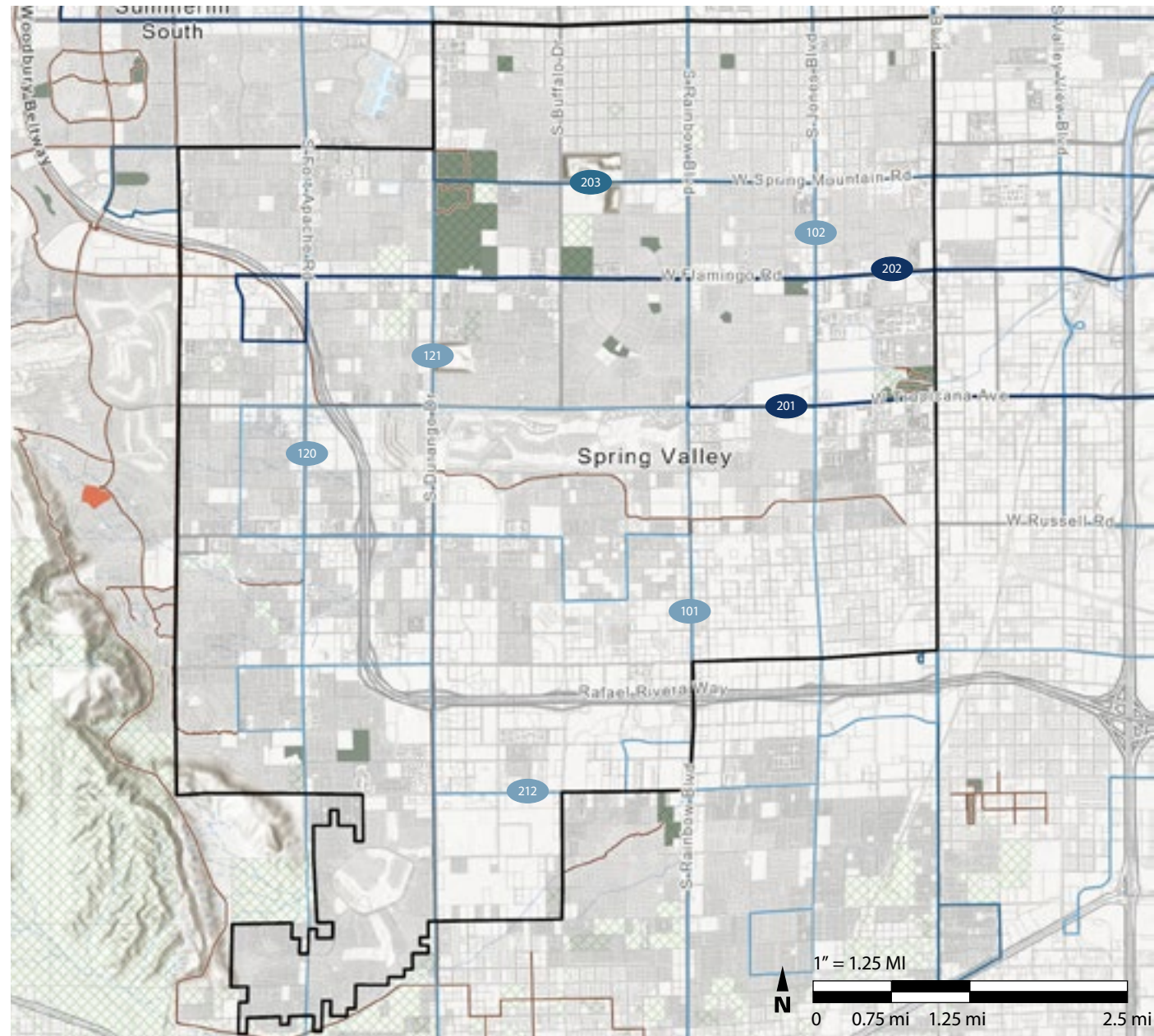
There are gaps in the trail, bike path, and sidewalk network throughout Spring Valley. The sidewalk network is well-connected between major roads, but there are gaps in residential areas. Sidewalk gaps are most significant north of Highway 215/Rafael Rivera Way and south of Russell Road.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

SPRING VALLEY | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	DAVIS PARK
EVERYDAY PARK	PROSPERITY PARK
EVERYDAY PARK	POTOSI PARK

SPRING VALLEY | FIXED-ROUTE BUS SERVICE



Legend

- Parks with bus service
- Parks without bus service

Route Frequency

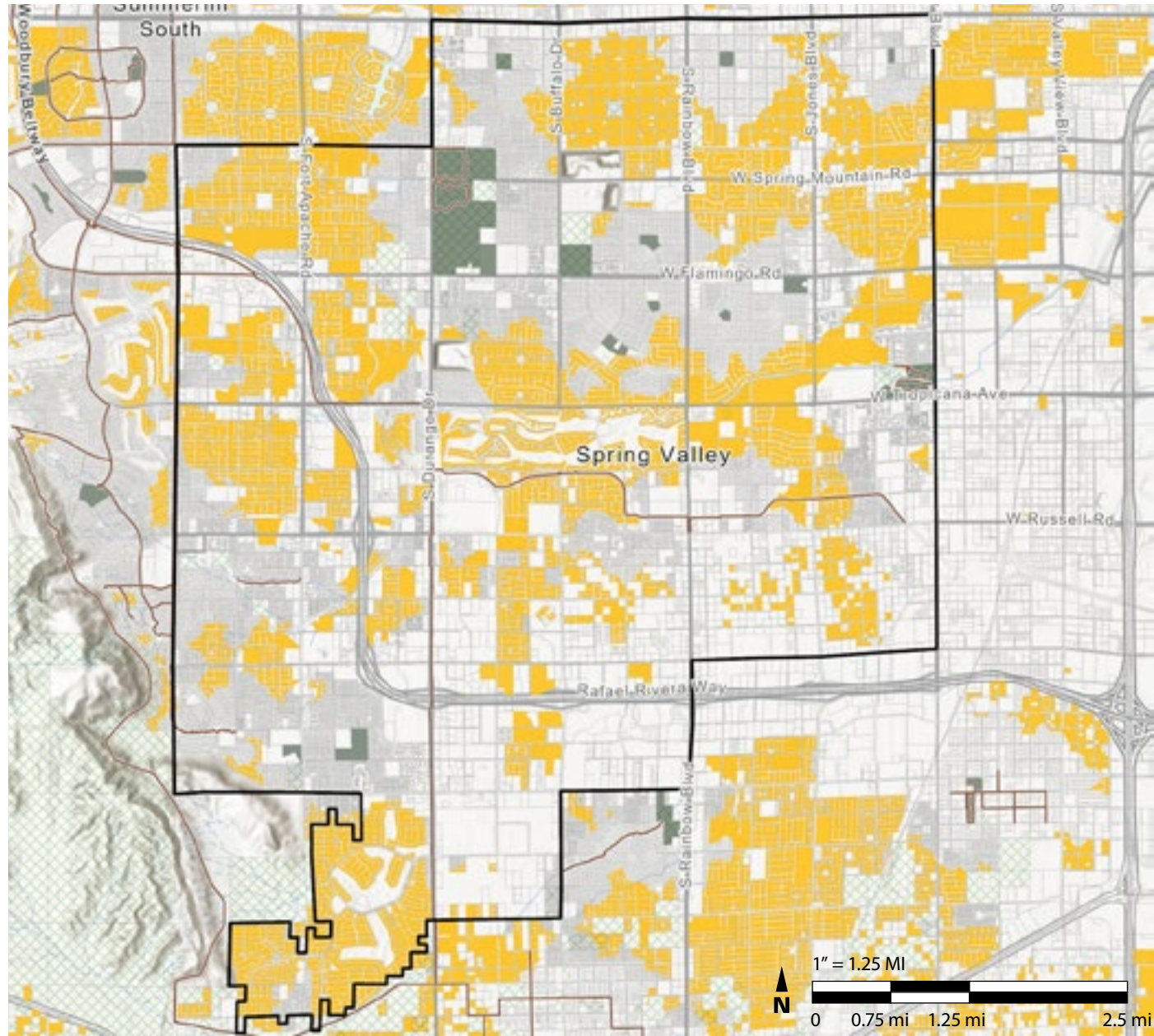
- 4x per hour
- 3x per hour
- 2x per hour
- 1x per hour

All parks in Spring Valley are within 0.5 mile from a bus stop.

SPRING VALLEY | PARKS WITHOUT BUS SERVICE

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SPRING VALLEY | PARK GAPS



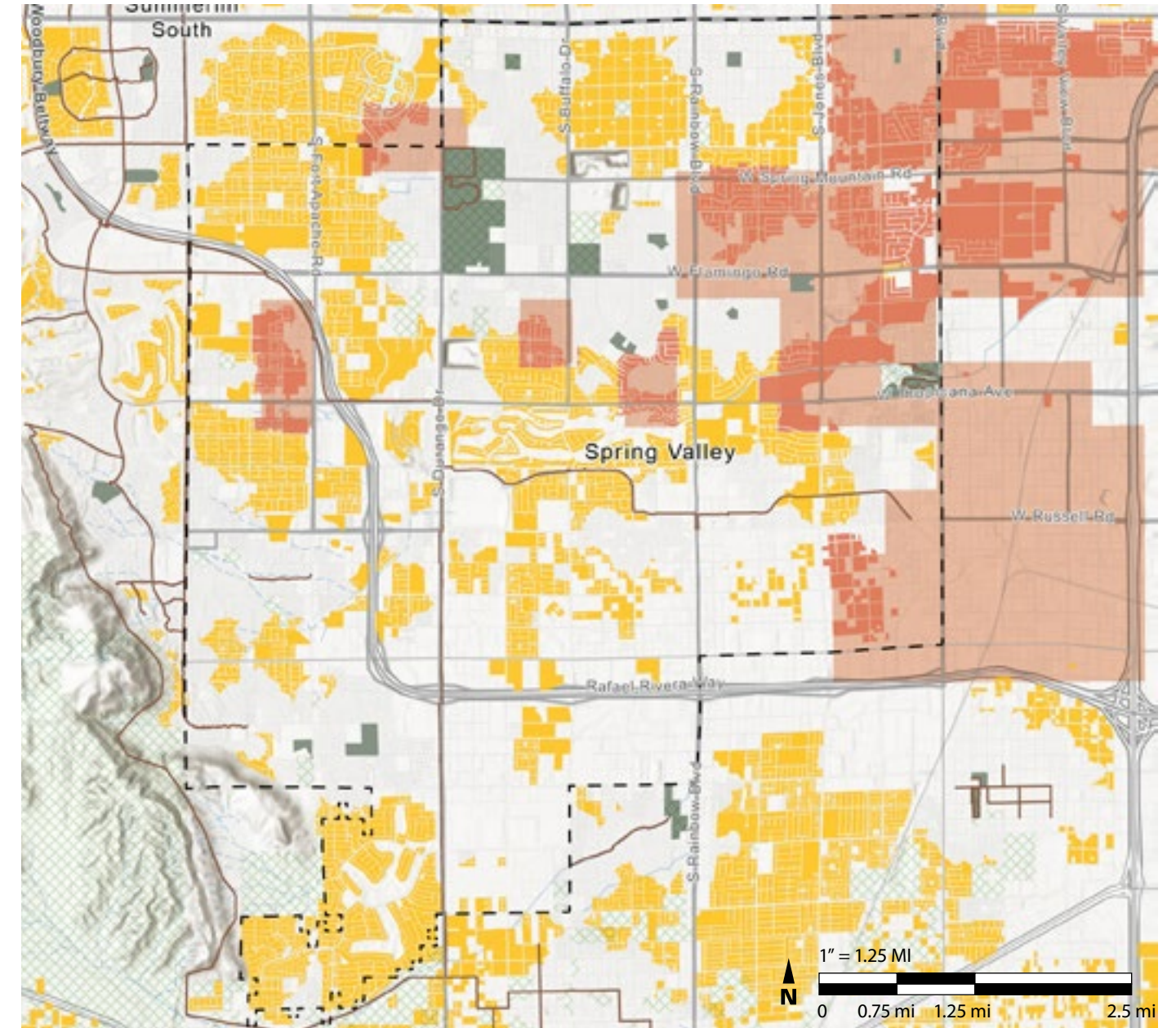
Legend

-  Public Lands
-  Priority Parks
-  Trails
-  Park Gaps





Park Gaps are distributed throughout Spring Valley. Gaps result from a lack of Priority Parks within close proximity to residential areas. Improving connectivity in the trail, bike, and sidewalk network could also reduce the number of Park Gaps.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study. These findings may be limited by data availability.

SPRING VALLEY | HIGH-NEEDS NEIGHBORHOODS

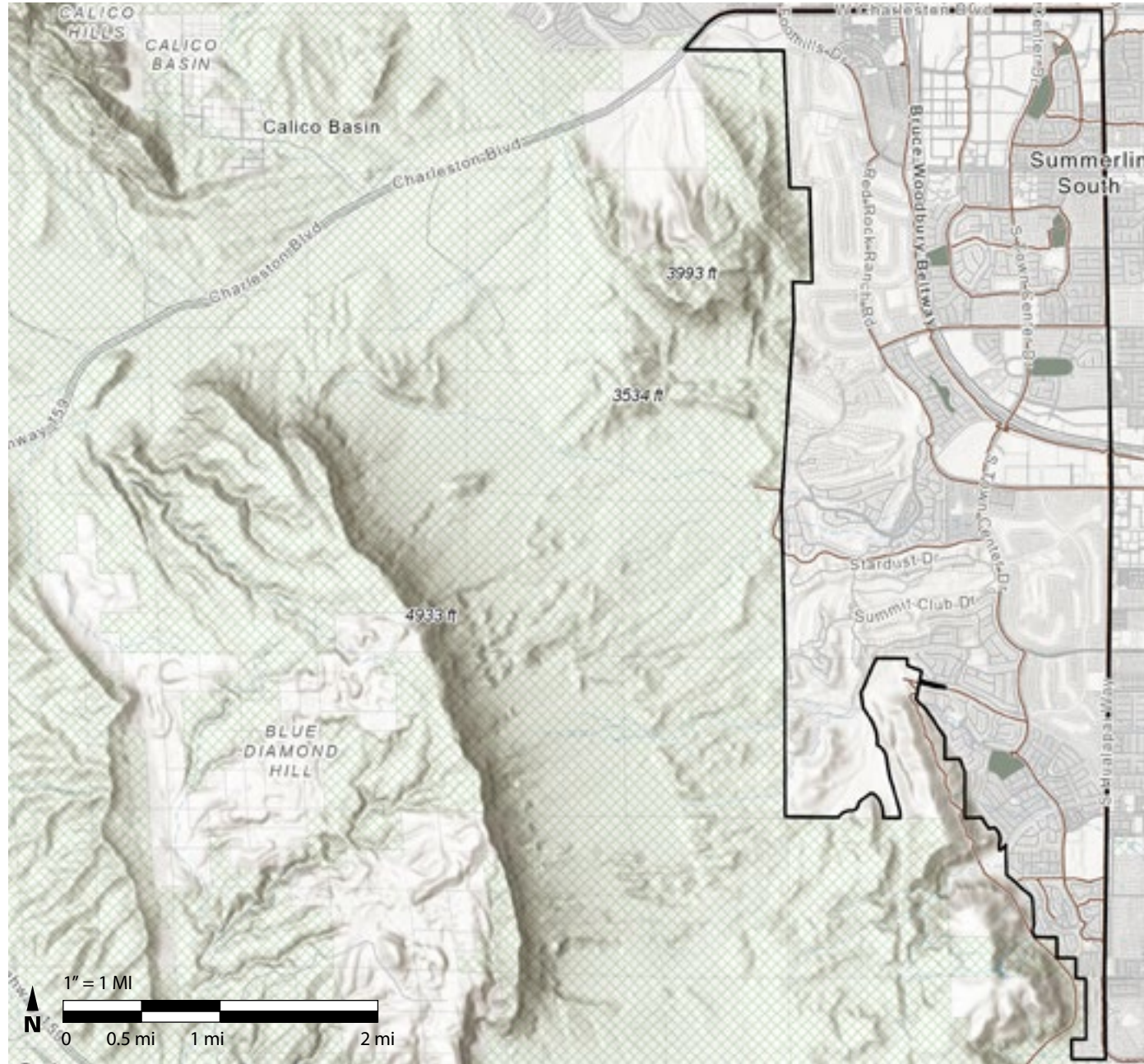






Legend

-  High-Needs Neighborhoods
-  Impacted Communities
-  Residential Park Gaps
-  Opportunity Zones

High-Needs Neighborhoods are distributed across Spring Valley, but they are primarily concentrated east of Rainbow Boulevard.

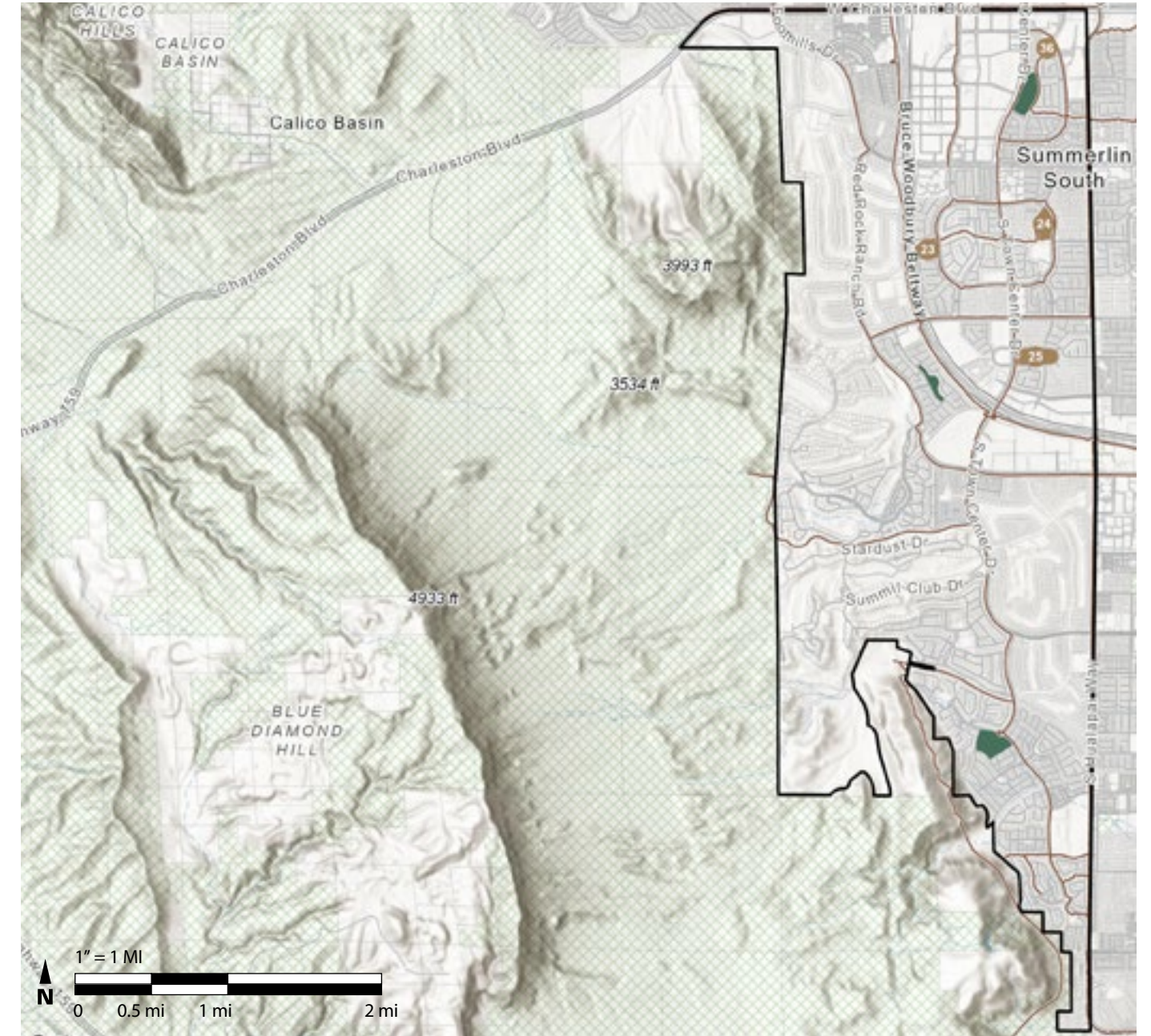
SUMMERLIN SOUTH | PARKS AND TRAILS



- Legend**
-  Public Lands
 -  Park
 -  Trail
 -  Summerlin South Boundary



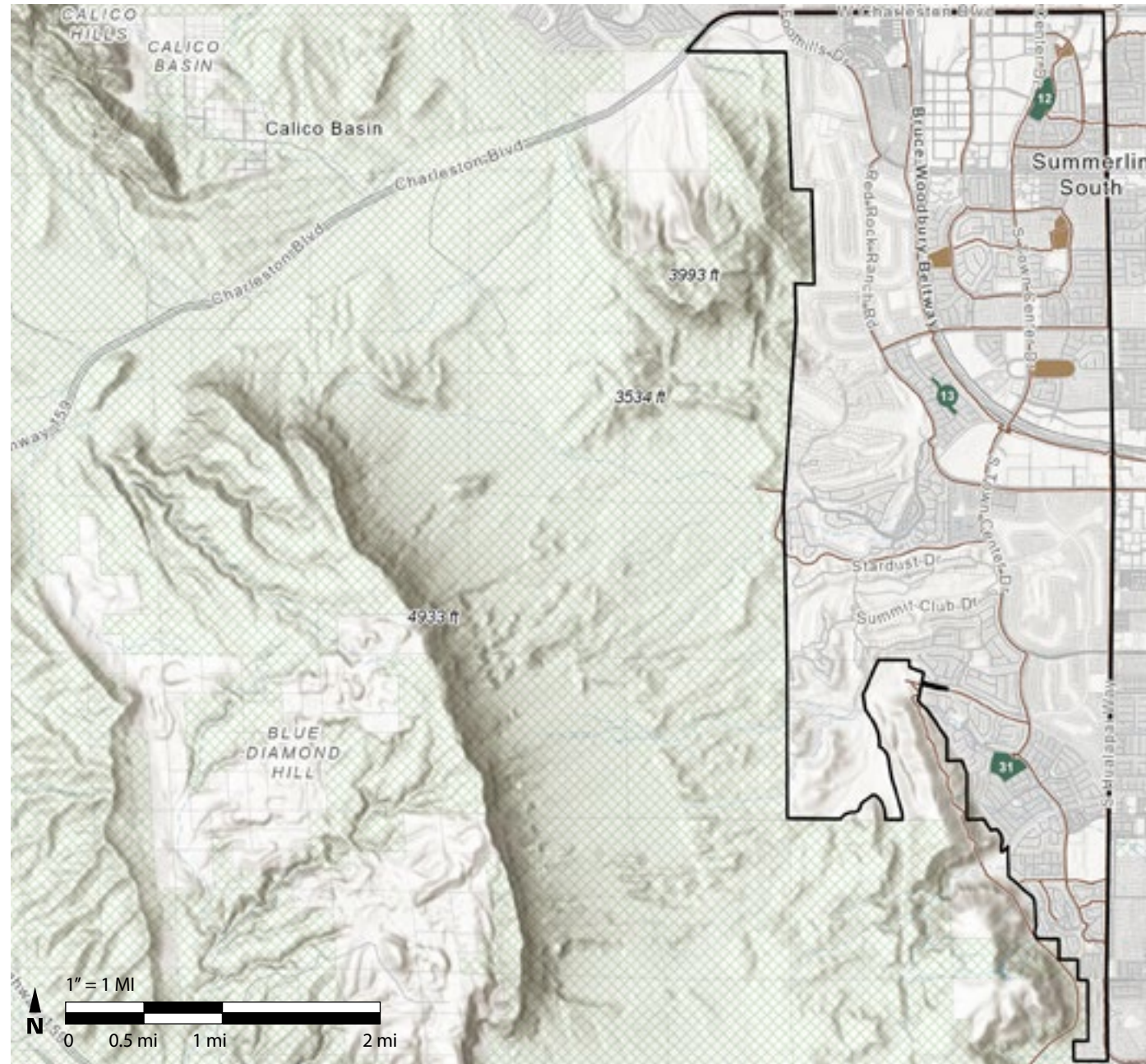
SUMMERLIN SOUTH | EVERYDAY PARKS



- Legend**
-  Public Lands
 -  Everyday Parks
 -  Destination Parks
 -  Outdoor Experience Parks
 -  Not Classified
 -  Trails







#	Name
23	SPOTTED LEAF PARK
24	WILLOWS PARK
25	GARDENS PARK
36	VILLAGE GREEN PARK

SUMMERLIN SOUTH | DESTINATION PARKS



SUMMERLIN SOUTH | OUTDOOR EXPERIENCE PARKS

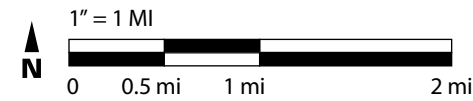
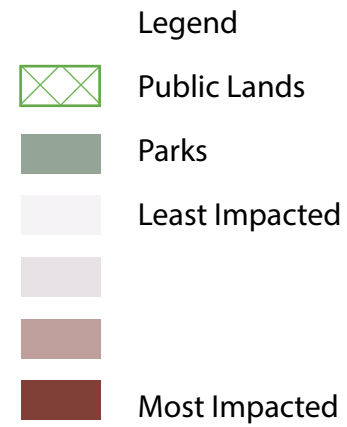
This page left intentionally blank. There are no Outdoor Experience Parks in Summerlin South.

Legend	#	Name
	12	COMMUNITY PARK
	13	RIDGEBROOK PARK
	31	MESA PARK
		
		
		

SUMMERLIN SOUTH | IMPACTED COMMUNITIES

Impacted Communities in Summerlin South are concentrated on the east side, south of Highway 215/Bruce Woodbury Beltway.

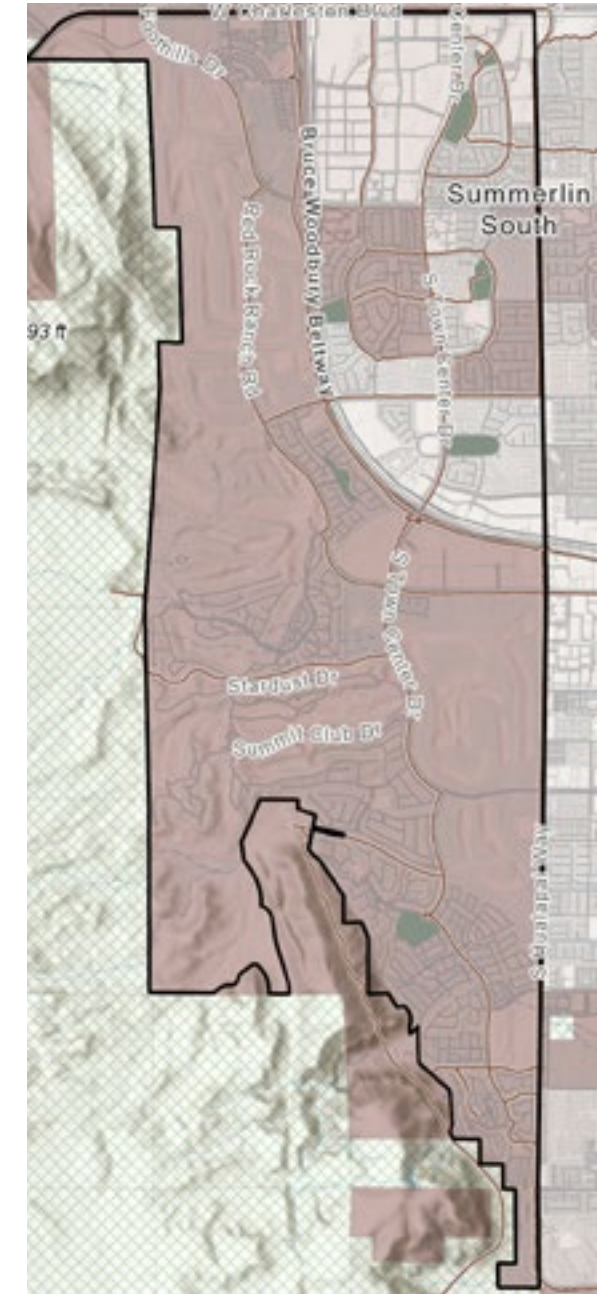
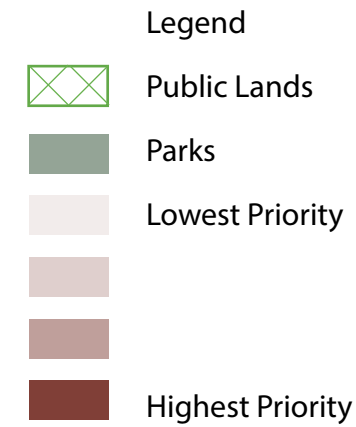
Map excludes surrounding rural areas due to data limitations.



SUMMERLIN SOUTH | PEDESTRIAN IMPROVEMENTS

Walkability is limited throughout Summerlin South but challenges are particularly concentrated west of Highway 215/Bruce Woodbury Beltway.

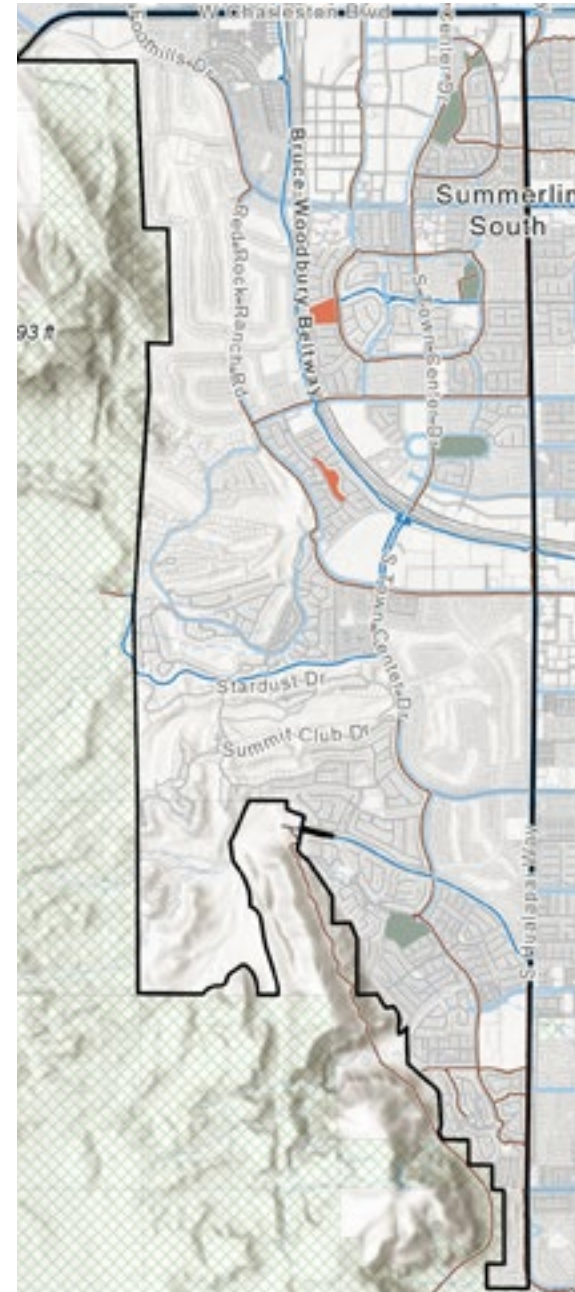
Map excludes surrounding rural areas due to data limitations. These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



SUMMERLIN SOUTH | TRAILS, BIKE PATHS, SIDEWALKS

Summerlin South does not have a well-connected sidewalk network. However, trails and bike paths connect to most of the area's parks. The parks without trail, bike, or sidewalk access are in close proximity to Highway 215/Bruce Woodbury Beltway.

Map excludes surrounding rural areas due to data limitations. These findings are limited by a lack of sidewalk data availability and should be validated in future phases.



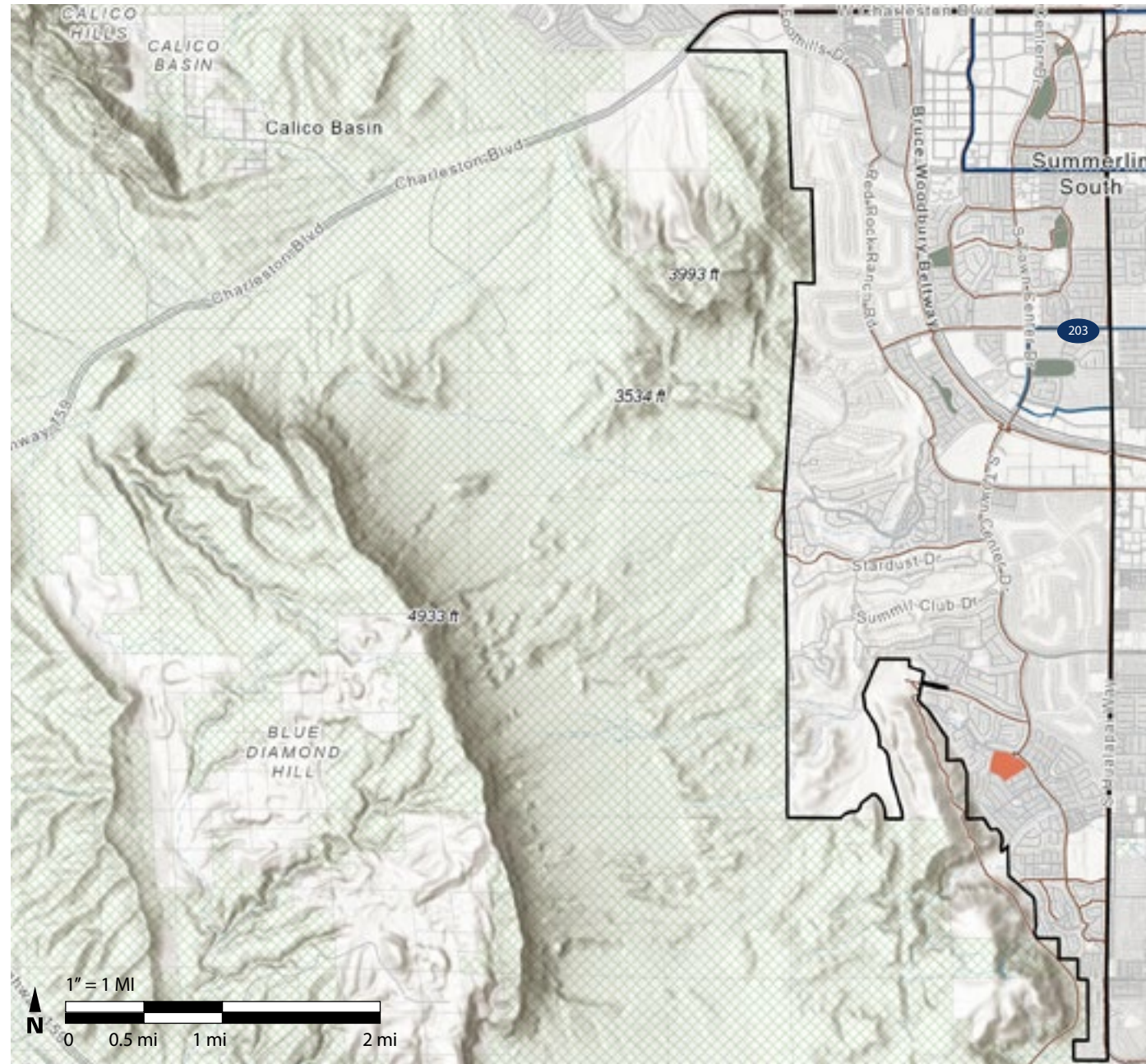
Legend

- Urban Trails
- High-Comfort Bike Lanes
- Sidewalks
- Parks with Trail, Bike, or Sidewalk Access
- Parks without Trail, Bike, or Sidewalk Access

SUMMERLIN SOUTH | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	SPOTTED LEAF PARK
DESTINATION PARK	RIDGEBROOK PARK

SUMMERLIN SOUTH | FIXED-ROUTE BUS SERVICE



Legend

Parks with bus service

Parks without bus service

Route Frequency

4x per hour

3x per hour

2x per hour

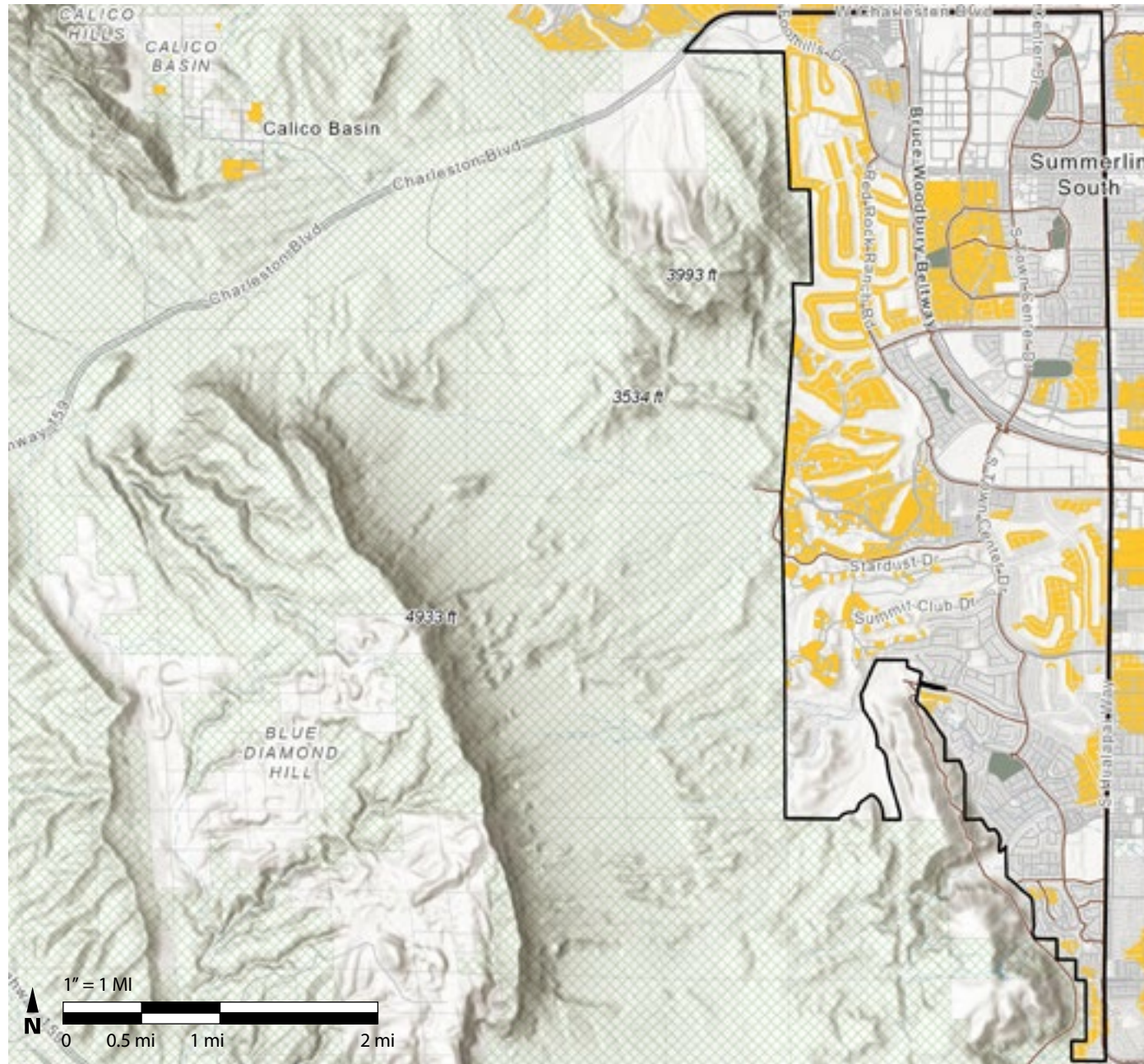
1x per hour

While most parks in Summerlin South are within 0.5 mile of a bus stop, there is no internal bus service within Summerlin South.

SUMMERLIN SOUTH | PARKS WITHOUT BUS SERVICE

Type	Name
DESTINATION PARK	MESA PARK

SUMMERLIN SOUTH | PARK GAPS



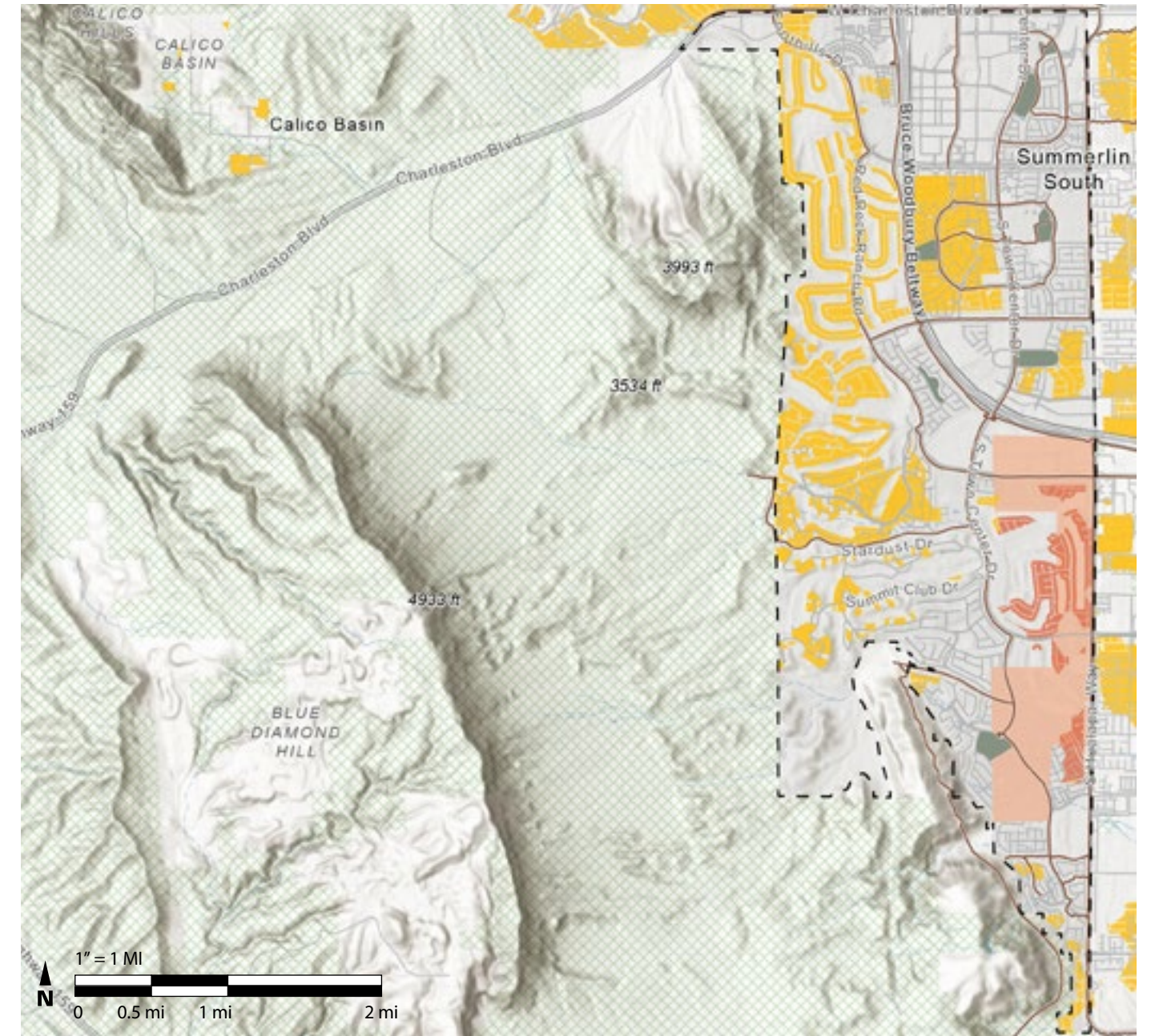
- Legend**
-  Public Lands
 -  Priority Parks
 -  Trails
 -  Park Gaps





Park Gaps are distributed throughout Summerlin South and in the residential areas in Calico Basin. Gaps result from a lack of Priority Parks within close proximity to residential areas, limited infrastructure to support safe walking, rolling or biking, and a lack of transit options to access Outdoor Experience Parks.

Some Park Gap areas are clustered around Spotted Leaf Park. These areas have incomplete park access: while they are within a 10-minute walk of an Everyday Park, they do not have sufficient access to Destination Parks or Outdoor Experience Parks.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

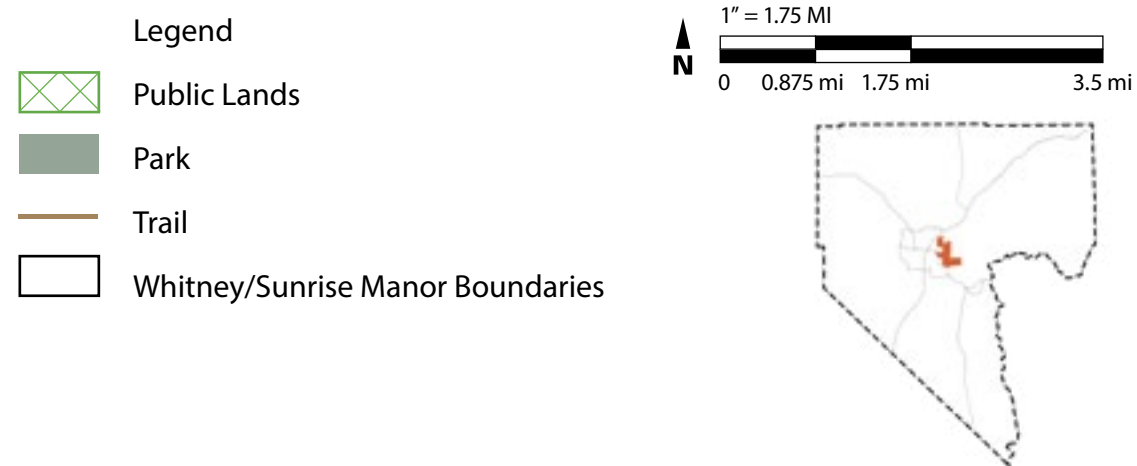
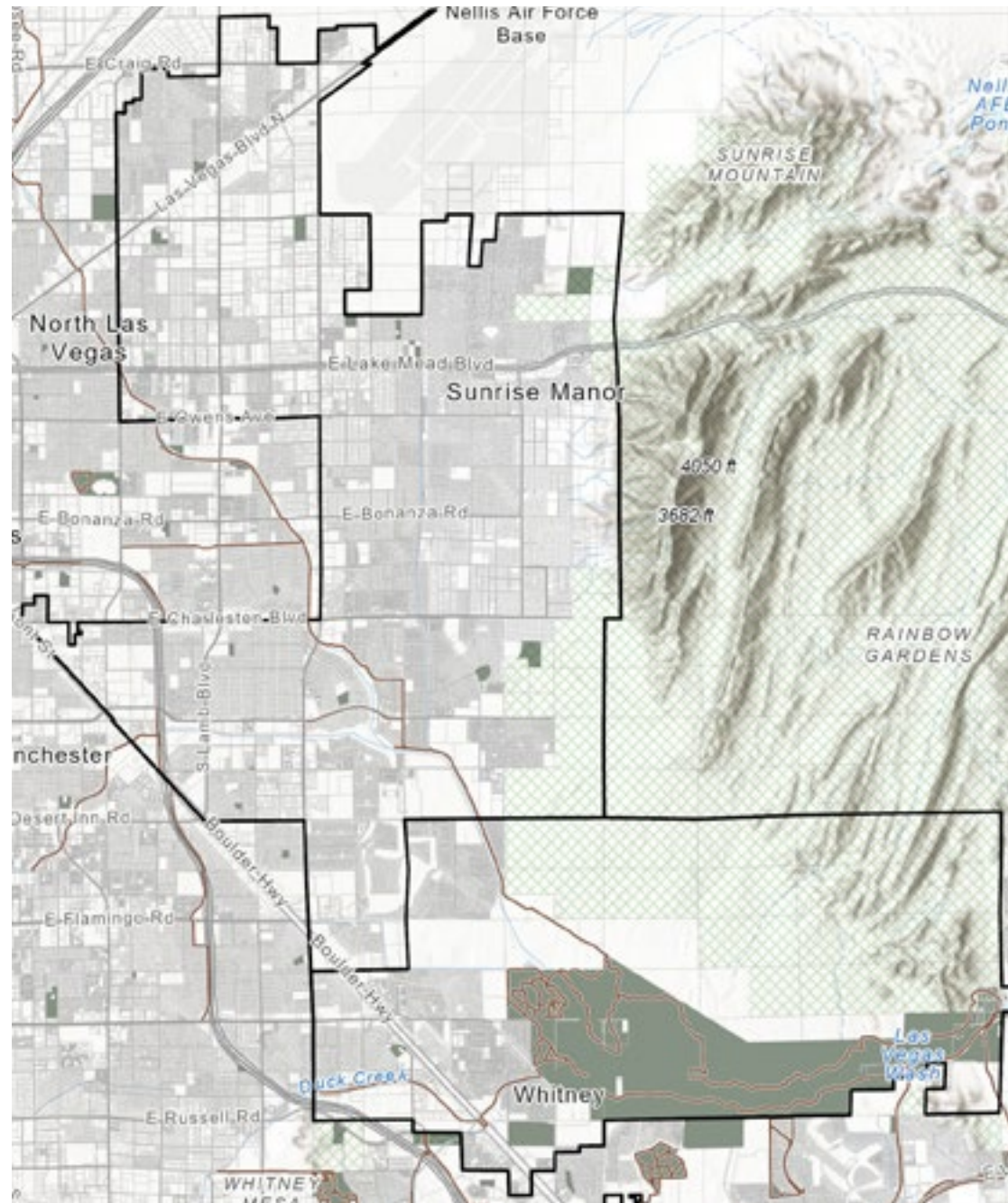
SUMMERLIN SOUTH | HIGH-NEEDS NEIGHBORHOODS



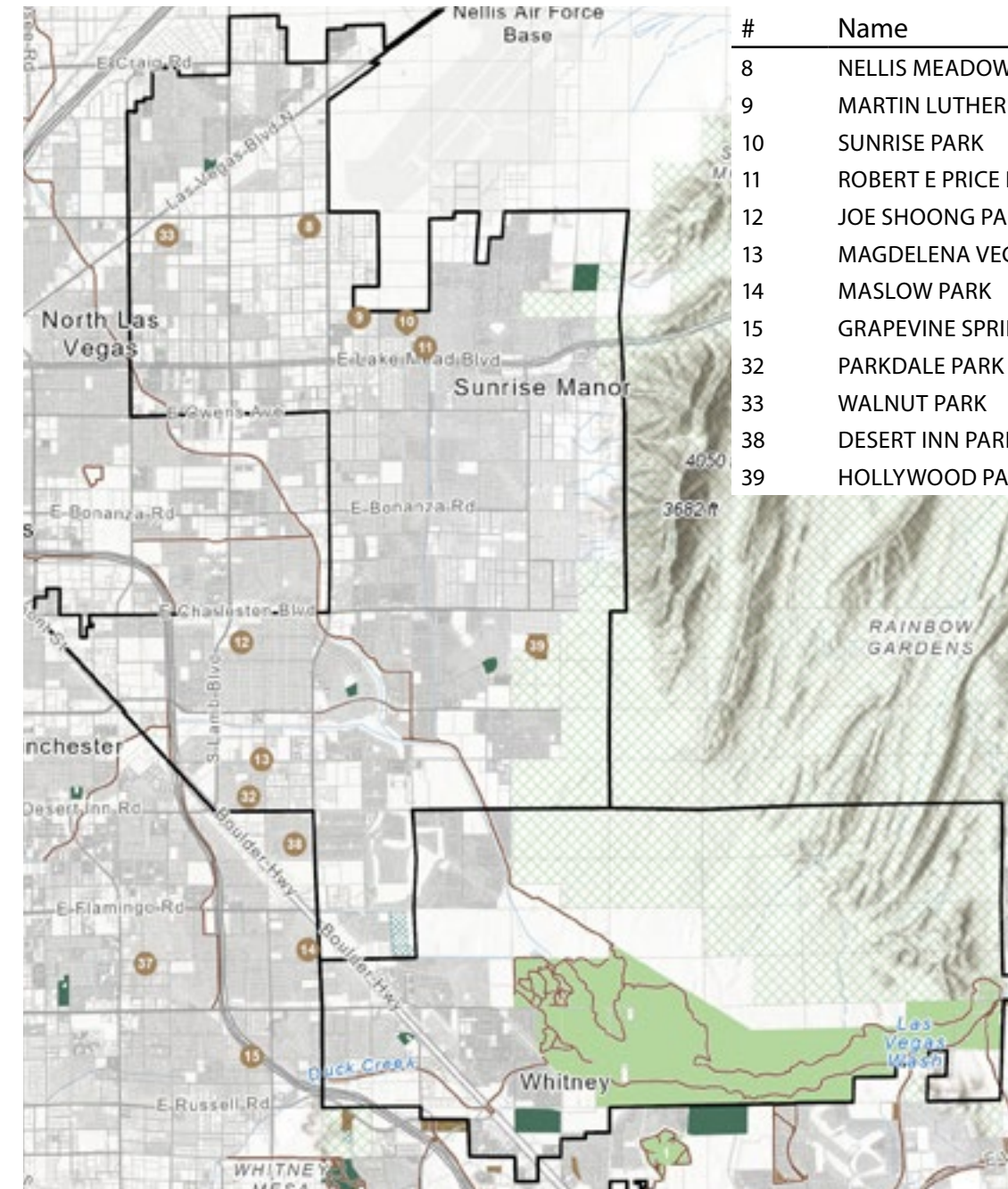
- Legend**
-  High-Needs Neighborhoods
 -  Impacted Communities
 -  Residential Park Gaps
 -  Opportunity Zones

There is one area considered a High-Needs Neighborhood in Summerlin South, located south of Highway 215/Bruce Woodbury Beltway and east of Town Center Drive.

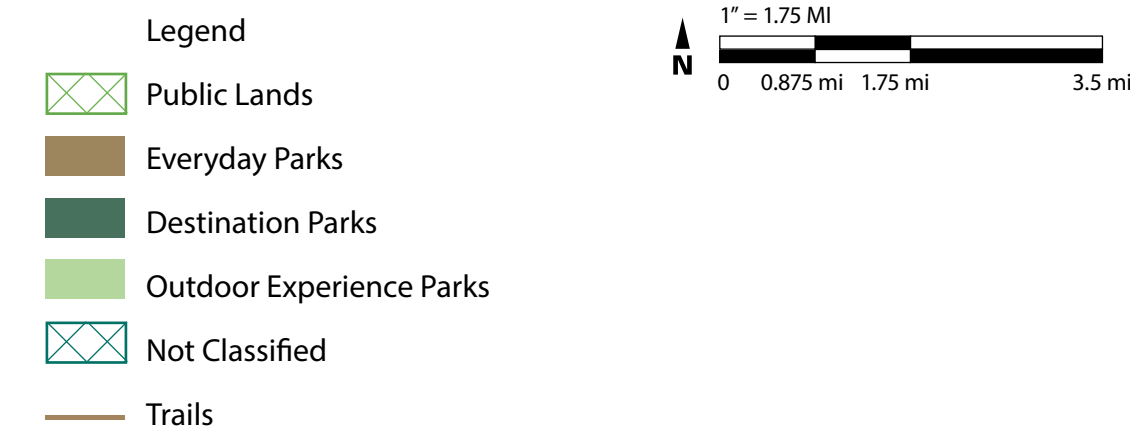
WHITNEY/SUNRISE MANOR | PARKS AND TRAILS



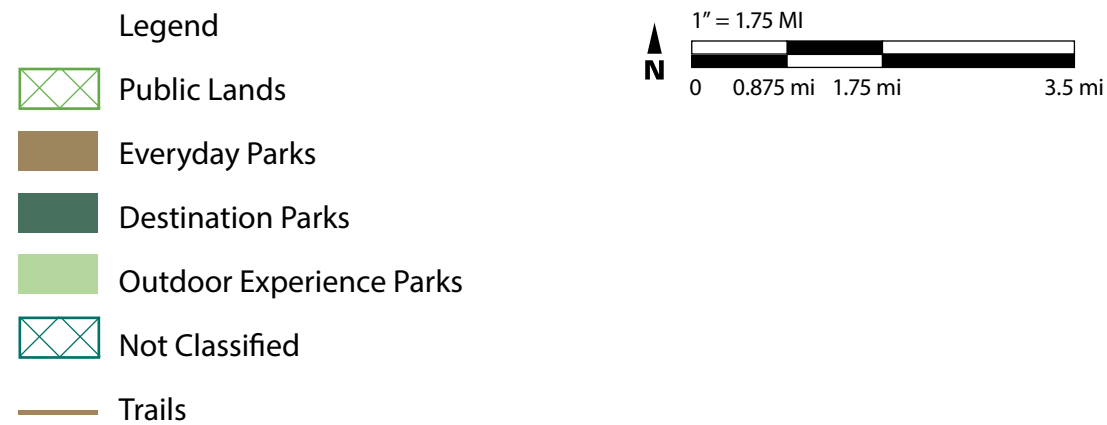
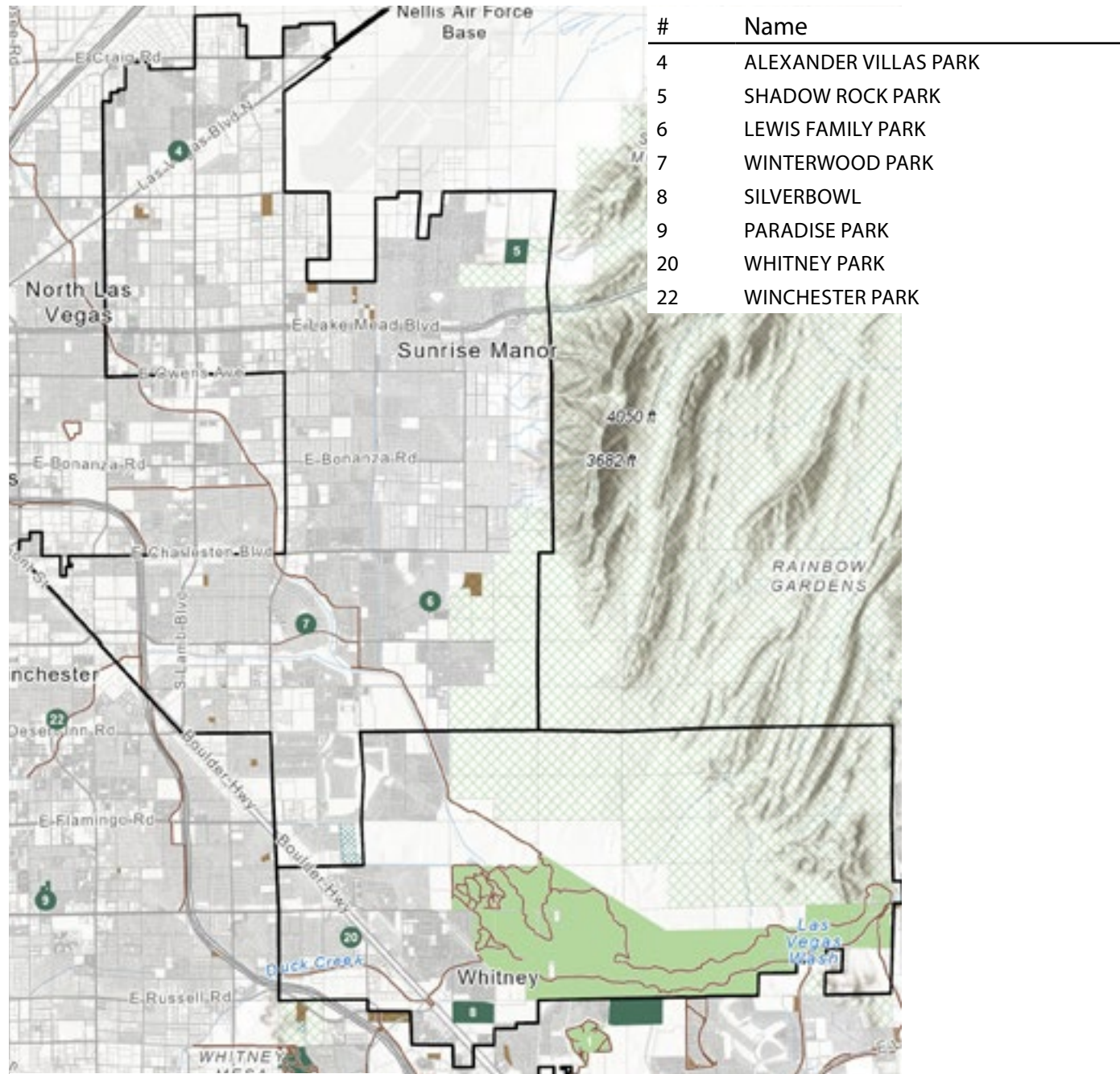
WHITNEY/SUNRISE MANOR | EVERYDAY PARKS



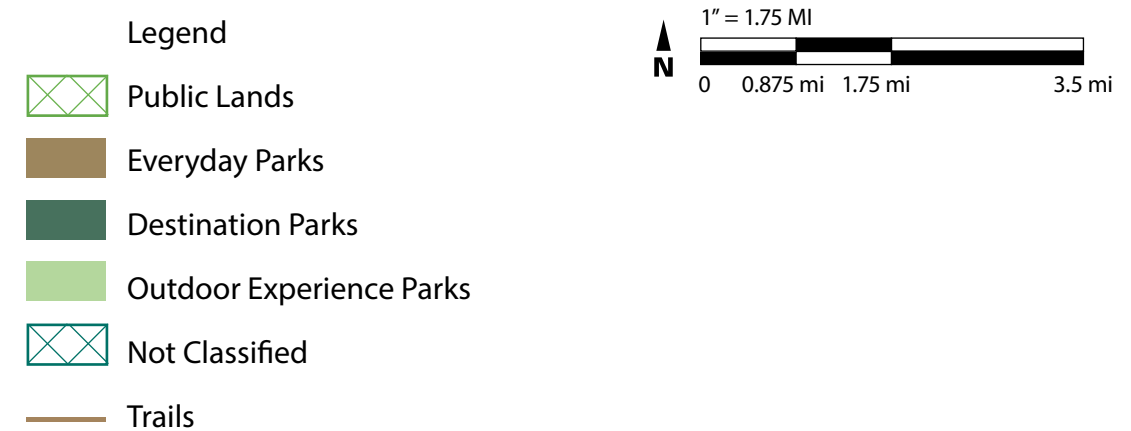
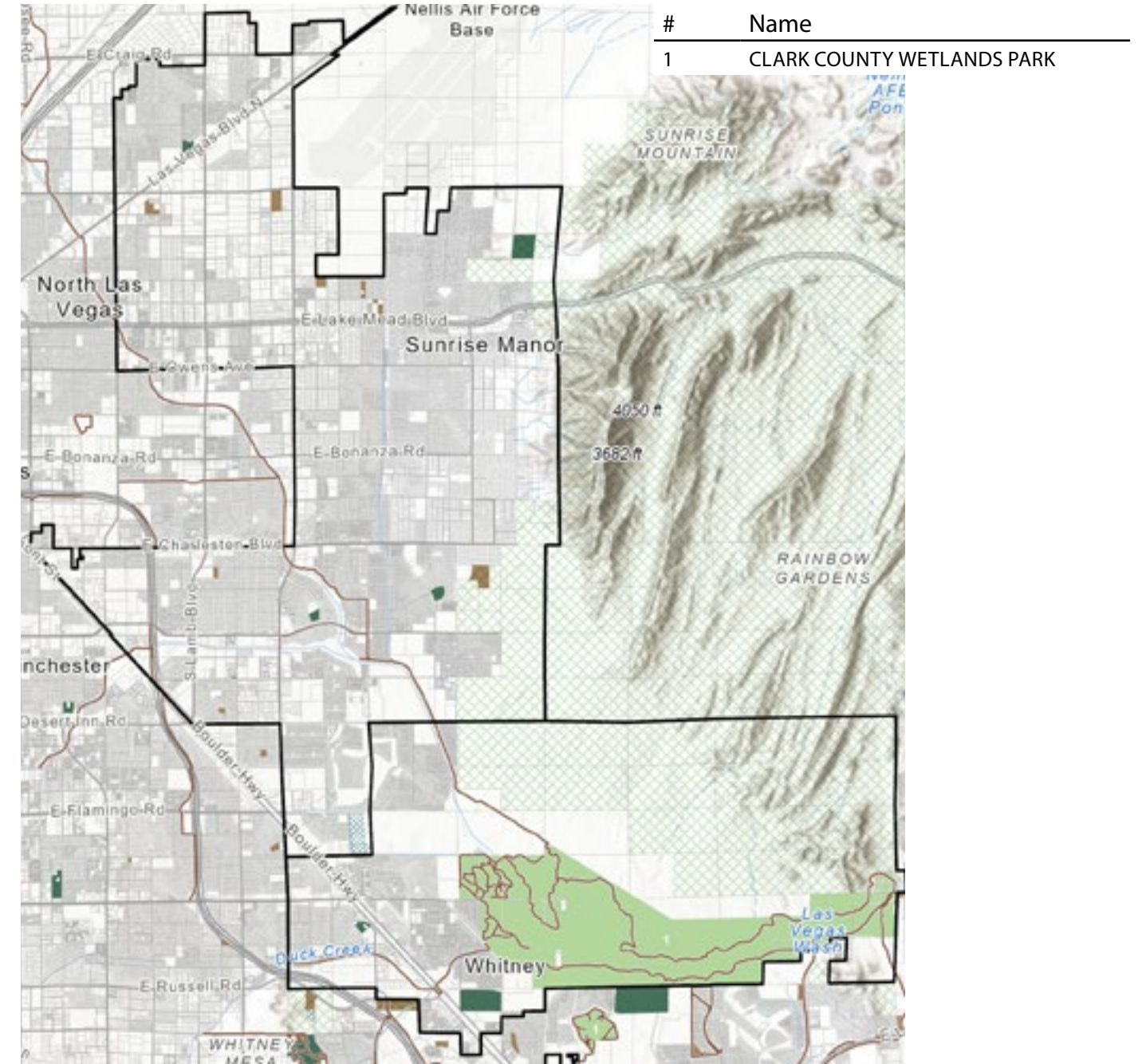
#	Name
8	NELLIS MEADOWS PARK
9	MARTIN LUTHER KING PARK
10	SUNRISE PARK
11	ROBERT E PRICE PARK
12	JOE SHOONG PARK
13	MAGDELENA VEGAS MTN PARK
14	MASLOW PARK
15	GRAPEVINE SPRINGS PARK
32	PARKDALE PARK
33	WALNUT PARK
38	DESERT INN PARK
39	HOLLYWOOD PARK



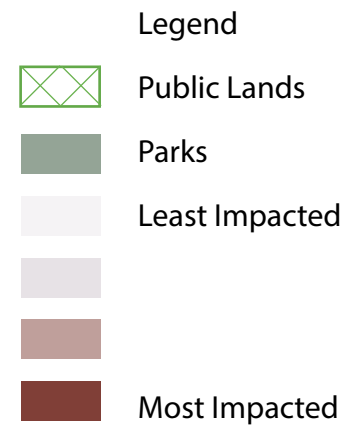
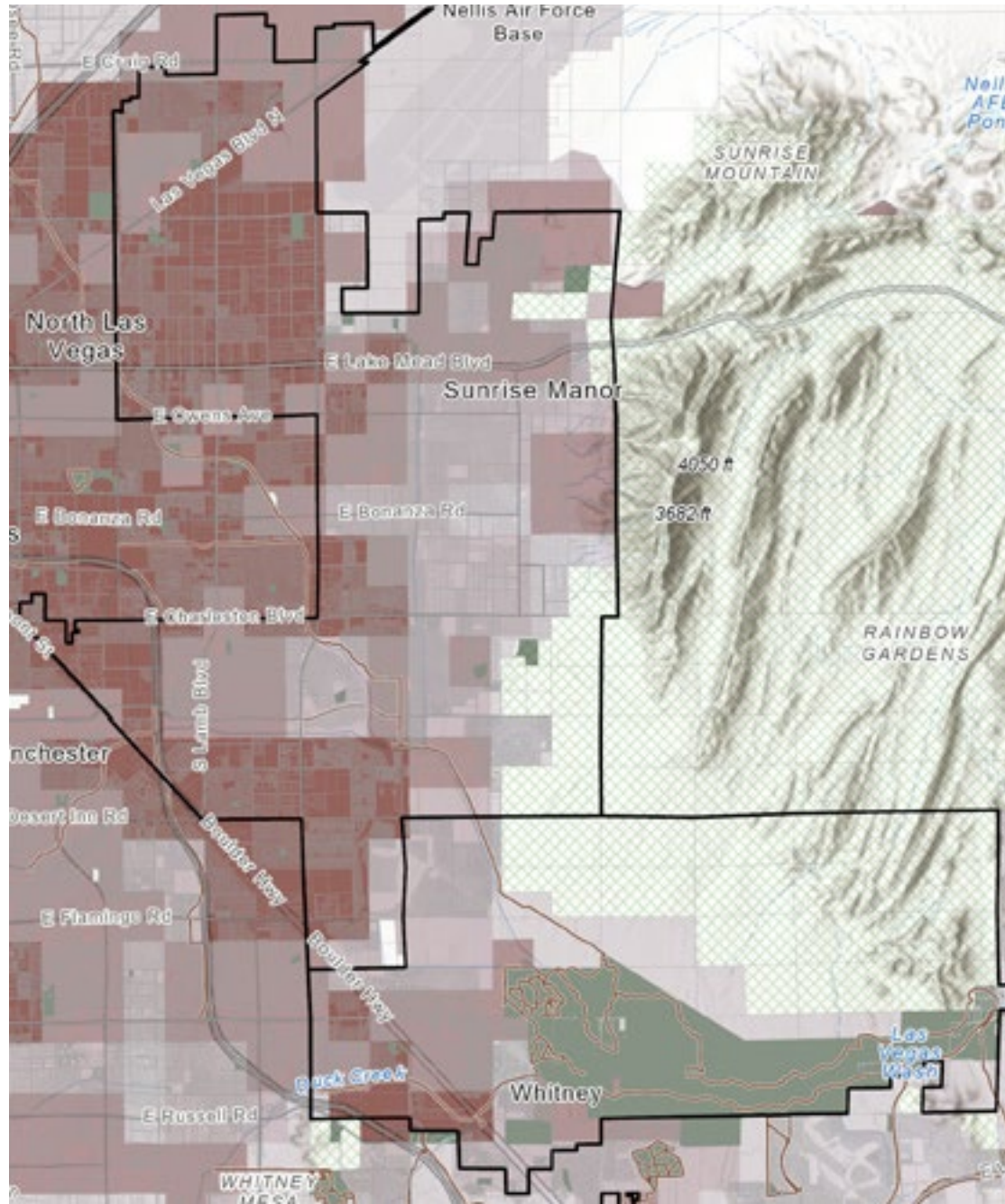
WHITNEY/SUNRISE MANOR | DESTINATION PARKS



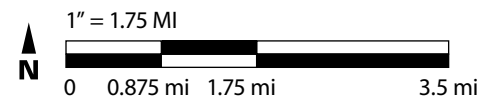
WHITNEY/SUNRISE MANOR | OUTDOOR EXPERIENCE PARKS



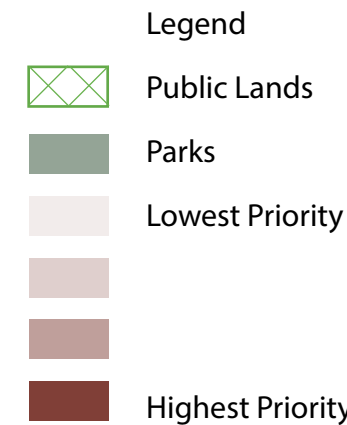
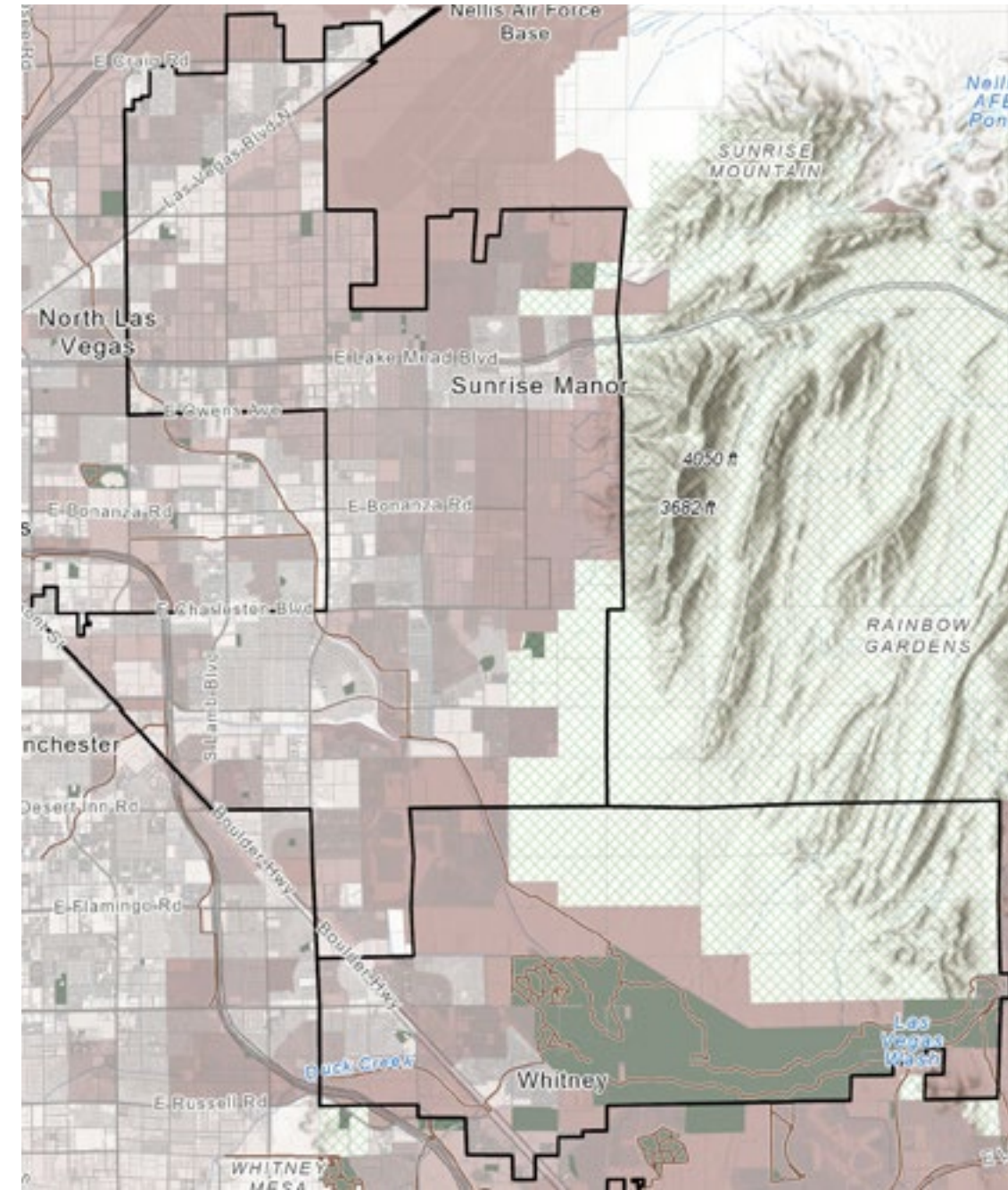
WHITNEY/SUNRISE MANOR | IMPACTED COMMUNITIES



There are many Impacted Communities within Whitney and Sunrise Manor.

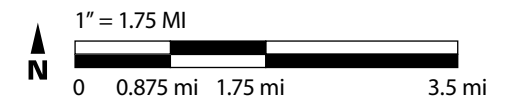


WHITNEY/SUNRISE MANOR | PEDESTRIAN IMPROVEMENTS

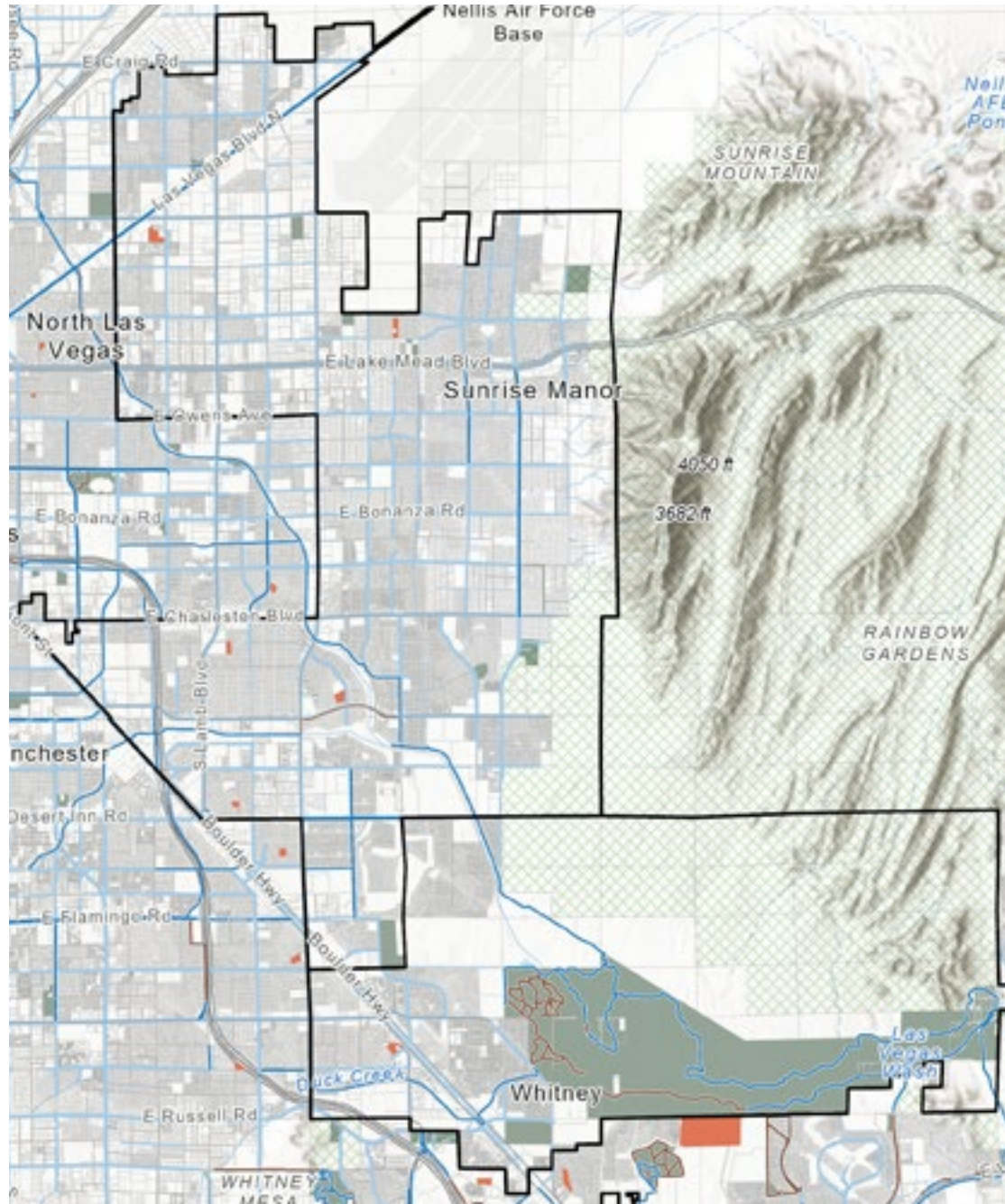


There are areas with relatively low walkability across the area, with concentrations near Wetlands Park and on the eastern side of Sunrise Manor.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.








WHITNEY/SUNRISE MANOR | TRAILS, BIKE PATHS, SIDEWALKS

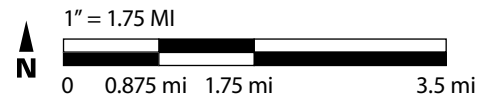


There are more sidewalk gaps in Whitney than there are in Sunrise Manor. The area is not well-connected by trails or bike infrastructure. Many Everyday Parks do not have direct trail, bike, or sidewalk access.

These findings are limited by a lack of sidewalk data availability and should be validated in future phases.

Legend

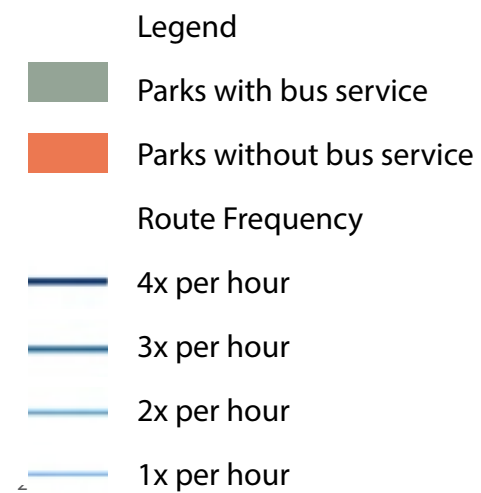
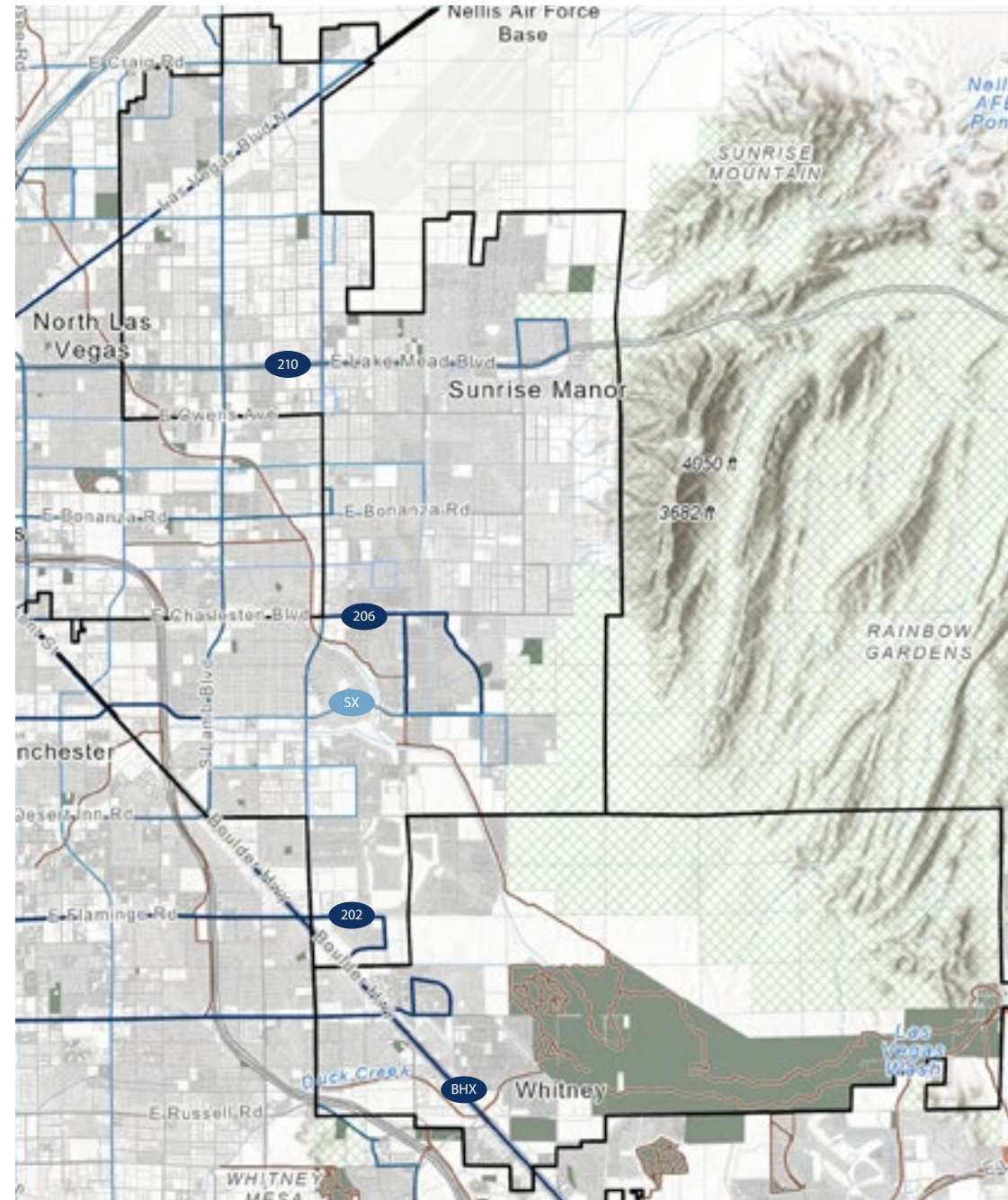
-  Urban Trails
-  High-Comfort Bike Lanes
-  Sidewalks
-  Parks with Trail, Bike, or Sidewalk Access
-  Parks without Trail, Bike, or Sidewalk Access



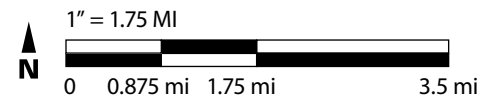
WHITNEY/SUNRISE MANOR | PARKS WITHOUT TRAIL, BIKE, OR SIDEWALK ACCESS

Type	Name
EVERYDAY PARK	SUNRISE PARK
DESTINATION PARK	WINTERWOOD PARK
EVERYDAY PARK	JOE SHOONG PARK
DESTINATION PARK	WHITNEY PARK
EVERYDAY PARK	PARKDALE PARK
EVERYDAY PARK	WALNUT PARK

WHITNEY/SUNRISE MANOR | FIXED-ROUTE BUS SERVICE



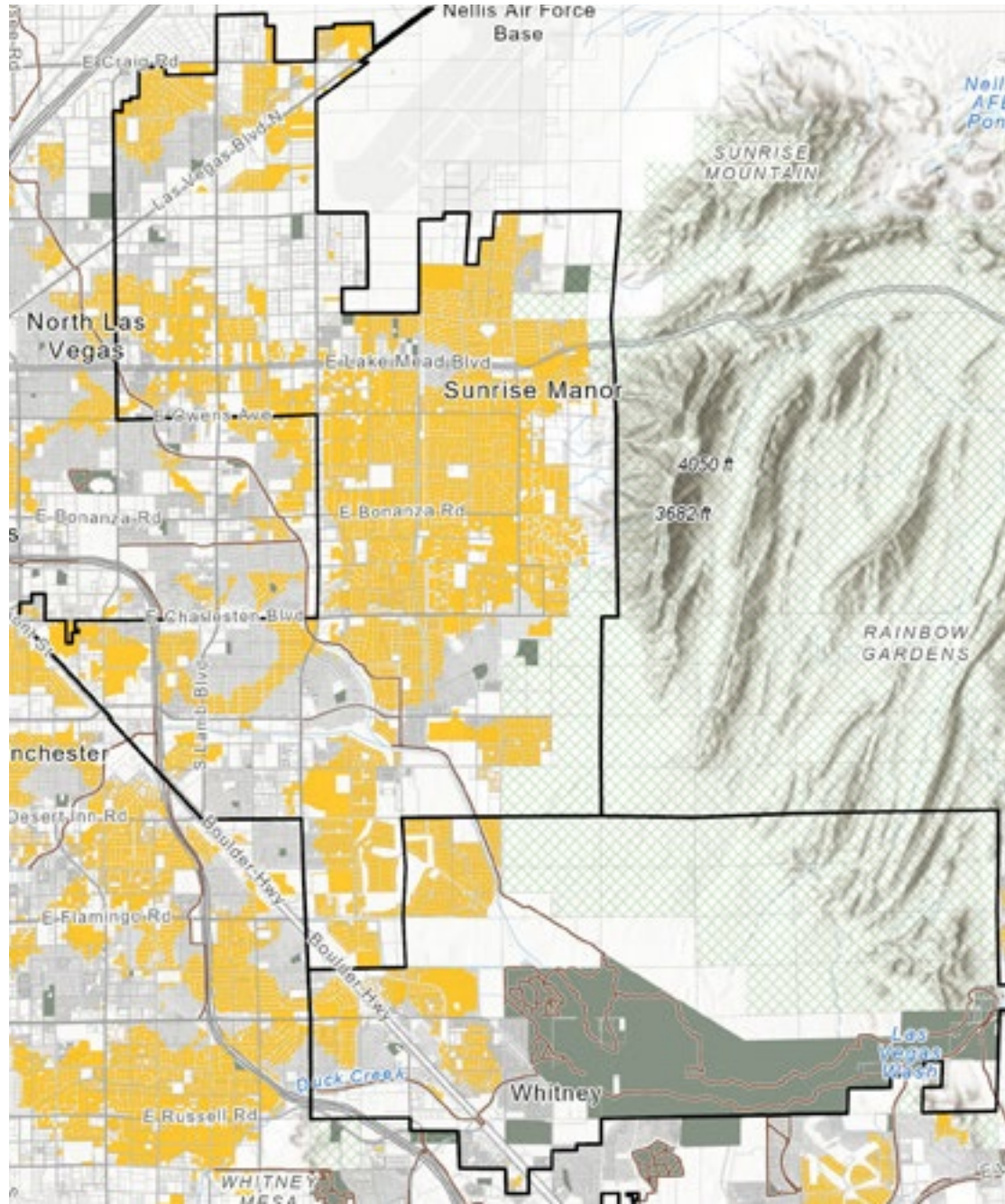
Several bus routes connect Whitney and Sunrise Manor to other parts of the Las Vegas Valley. However, there is minimal internal bus circulation in these areas. All parks in the area are within 0.5 mile of a bus stop, but there are opportunities to improve first-mile/last-mile connectivity to parks, particularly to Outdoor Experience Parks.



WHITNEY/SUNRISE MANOR | PARKS WITHOUT BUS SERVICE

This page left intentionally blank. All parks in Whitney/Sunrise Manor are within 0.5 mile of a bus stop.

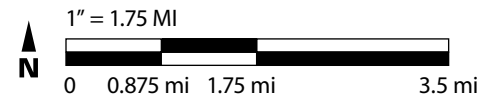
WHITNEY/SUNRISE MANOR | PARK GAPS



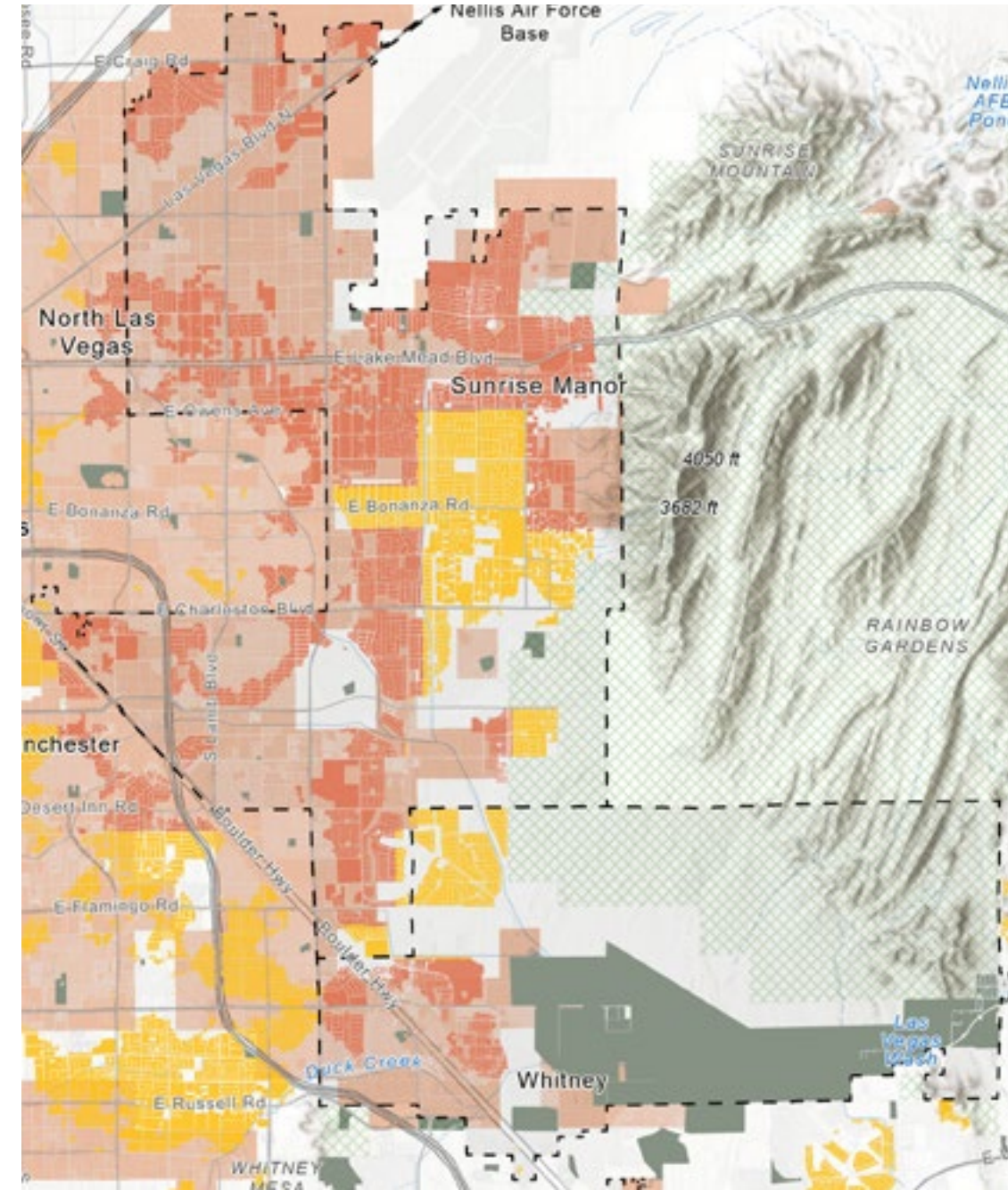
- Legend
- Public Lands
 - Priority Parks
 - Trails
 - Park Gaps

There are Park Gaps across Sunrise Manor and Whitney, resulting from a lack of Priority Parks close to residences, gaps in the sidewalk network, and limited transit connections to Outdoor Experience Parks.

Park Gap areas may be served by HOA/private parks that were not included as Priority Parks in the study.

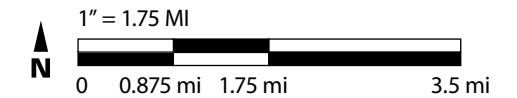


WHITNEY/SUNRISE MANOR | HIGH-NEEDS NEIGHBORHOODS



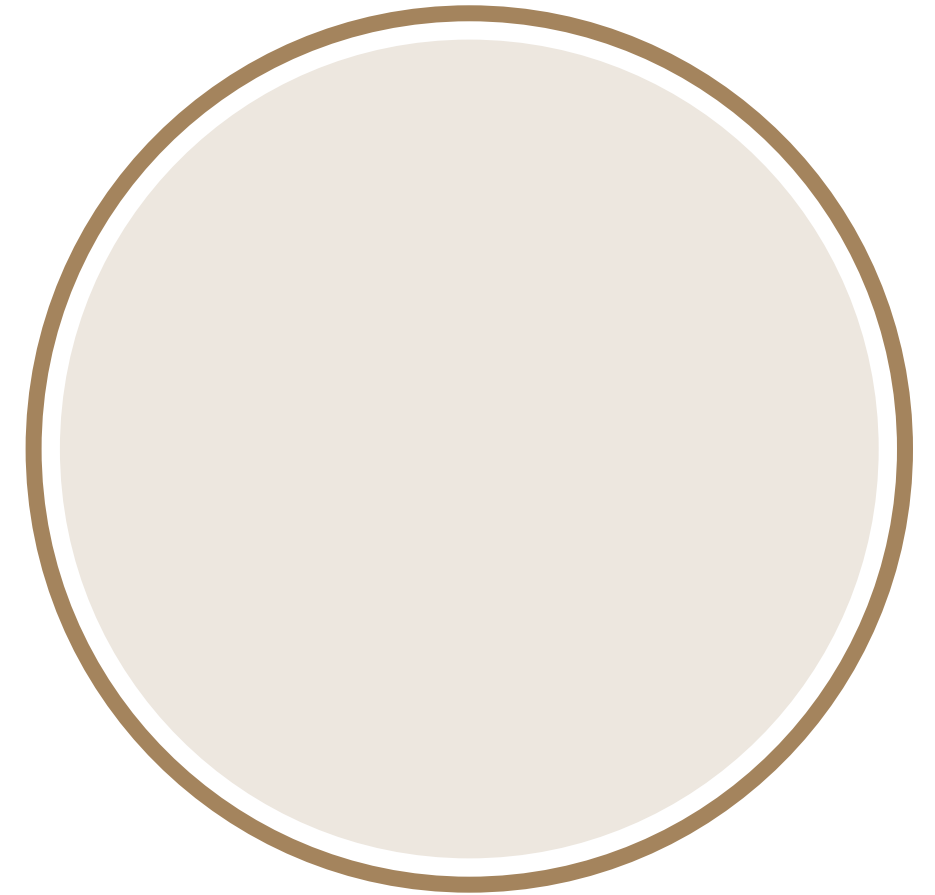
- Legend
- High-Needs Neighborhoods
 - Impacted Communities
 - Residential Park Gaps
 - Opportunity Zones

High-Needs Neighborhoods are distributed across Sunrise Manor and Whitney.





C.



ENGAGEMENT SUMMARY

CHAPTER CONTENTS

- Survey Summary
- TAC Meeting Summary

SURVEY SUMMARY

Overview

From October 23, 2024, to December 15 2024, the Regional Transportation Commission of Southern Nevada (RTC) conducted the Transportation Access to Parks (TAP) Community Survey to gather input from residents on park access across Southern Nevada. The survey was offered online in English and Spanish providing community members an opportunity to share their experiences, perceptions, and needs related to traveling to parks.

As an incentive, each survey respondent was eligible to receive a free 24-hour digital bus pass with a valid email and RideRTC account. 777 passes were distributed, totaling \$3,885 in value. Additionally, fifteen \$25 Visa gift cards (\$445.20 total) and five 30-day passes valued at \$325 were raffled to promote the survey. 1248 total surveys were collected. The TAP survey consisted of 20 questions: 14 multiple-choice questions focused on public views on park access, and 6 demographic questions. Focus groups were conducted as follow-up to the surveys.

Target Audience

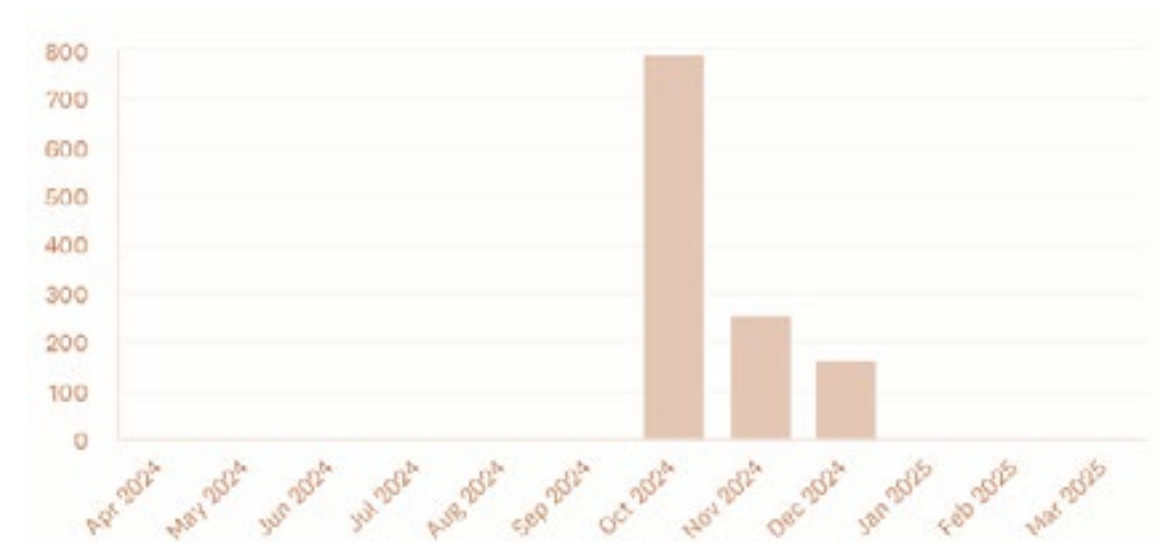
The survey was targeted towards residents without access to a personal vehicle. To reach this group, it was shared with transit riders and free bus passes were provided as an incentive. Only 11% of respondents indicated they use their own vehicle to access parks, suggesting that the target population was successfully reached.

This report begins with a summary of responses to the general multiple-choice questions, followed by an overview of demographic data and key insights from cross-tabulated analysis. Each section is presented in the order outlined in this summary and is intended to provide additional context to support the overall findings.

The survey responses suggest a strong community connection to outdoor recreation, and a reliance on shared and active modes of transportation to access those spaces. It also revealed that the most significant barriers to accessing parks, trails, and outdoor recreation areas are related to public transit and comfort while traveling for all travel modes.

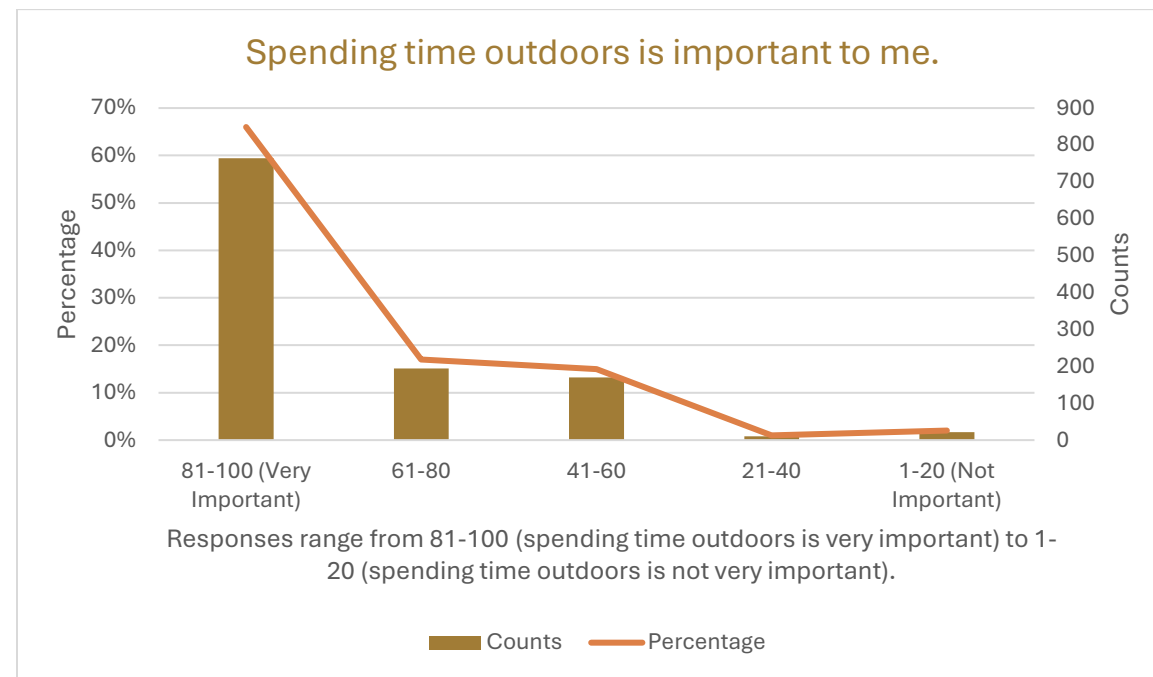
Survey Results

Public Participation Questions



The following section shares insight from the public participation multiple-choice questions. A total of 1212 people responded to the English survey and 41 completed the Spanish survey. A total of 1253 survey responses were collected when combining the results from the English and Spanish surveys; 92% of survey takers completed the entire survey. Hence, question responses will be distinct for every question with this observation, with a response range being from 131 to 1253 for some questions viewed below. Most survey responses came in during the month of October 2024, with November and December of 2024 having fewer respondents over time. On average it took people five minutes to complete the entire survey.

Question 1. Spending time outdoors is important to me.

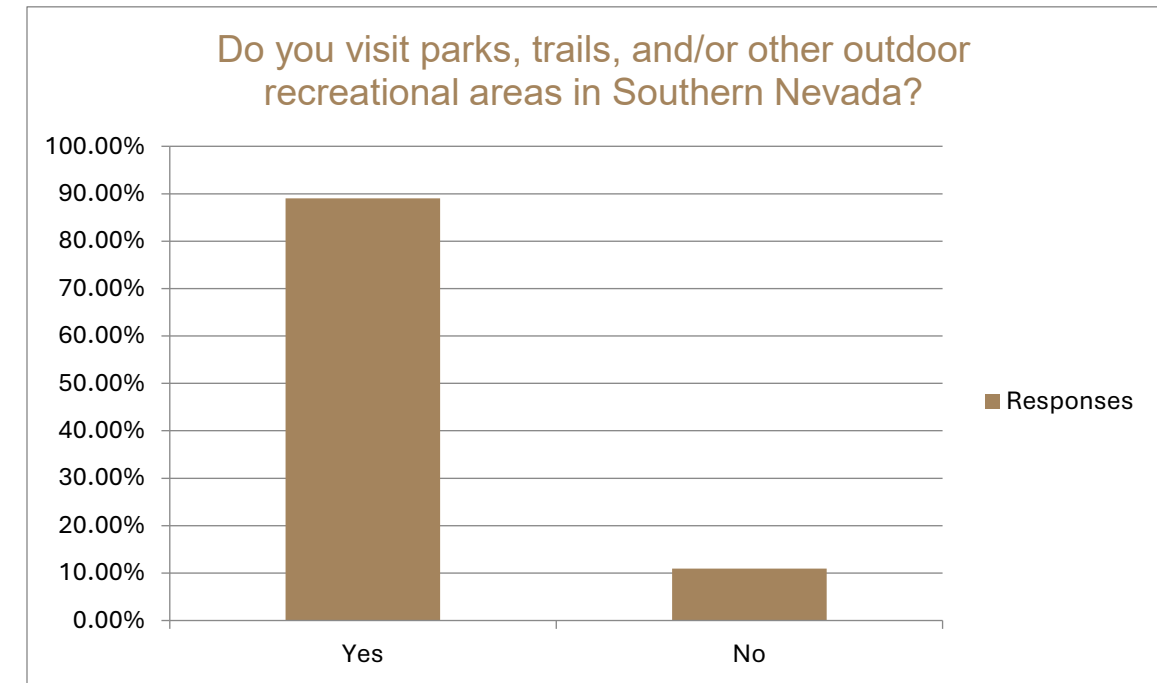


Answer Choices	Responses	
	Percentage	Counts
81-100 (Very Important)	66%	764
61-80	17%	194
41-60	15%	170
21-40	1%	10
1-20 (Not Important)	2%	22
Total Answered	100%	1160

Key Understanding: Findings highlighted in blue represent the highest response category. On average, most respondents selected higher values on the scale, with the average response estimated between 81–100 points. Most respondents (810 out of 1,253) answered in the 81–100 range for the statement: “Spending time outdoors is important to me”, representing 65% of all participants. In contrast, only 22 respondents (2%) selected a value between 1–20, indicating that a very small portion of participants felt that spending time outdoors was not important to them.

These results show a **strong consensus among participants regarding the importance of outdoor time.**

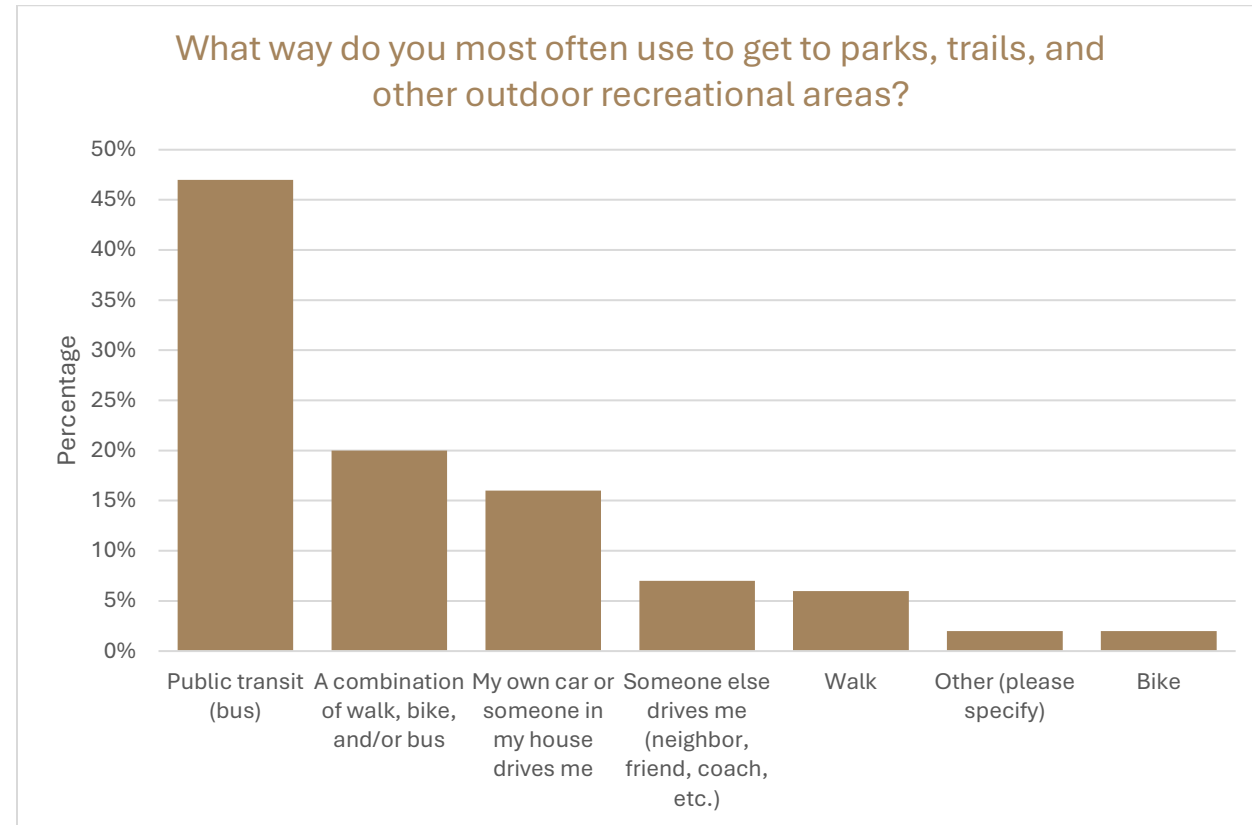
Question 2. Do you visit parks, trails, and/or other outdoor recreational areas in Southern Nevada?



Answer Choices	Responses	
	Percentage	Count
Yes	89%	1079
No	11%	133
Total Answered	100%	1212

Key Understanding: A majority of respondents, 89% (1,079 out of 1,212 participants), reported that they visit parks, trails, and/or other outdoor recreational areas in Southern Nevada. Only 11% (133 respondents) indicated that they do not currently visit these types of outdoor spaces. These findings suggest that parks and outdoor recreational areas play an important role in the lives of most community members who participated in the survey, highlighting a **strong community connection to outdoor spaces** across the region.

Question 3. What way do you most often use to get to parks, trails, and other outdoor recreational areas?



Answer Choices	Responses	
	Percentage	Count
Public transit (bus)	47%	526
A combination of walk, bike, and/or bus	20%	221
My own car or someone in my house drives me	16%	182
Someone else drives me (neighbor, friend, coach, etc.)	7%	75
Walk	6%	66
Other (please specify)	2%	23
Bike	2%	20
Total Answered	100%	1113

Key Understanding: When asking respondents ‘how they most often travel to parks, trails, and other outdoor recreational areas’, public transit (bus) emerged as the most frequently selected mode of transportation, with 526 out of 1,113 respondents (47%) choosing this option. This highlights the **critical role of transit access in supporting outdoor recreation** for many community members. The second most common response was "a combination of walk, bike, and/or bus" with 221 responses (20%), followed by "my own car or someone

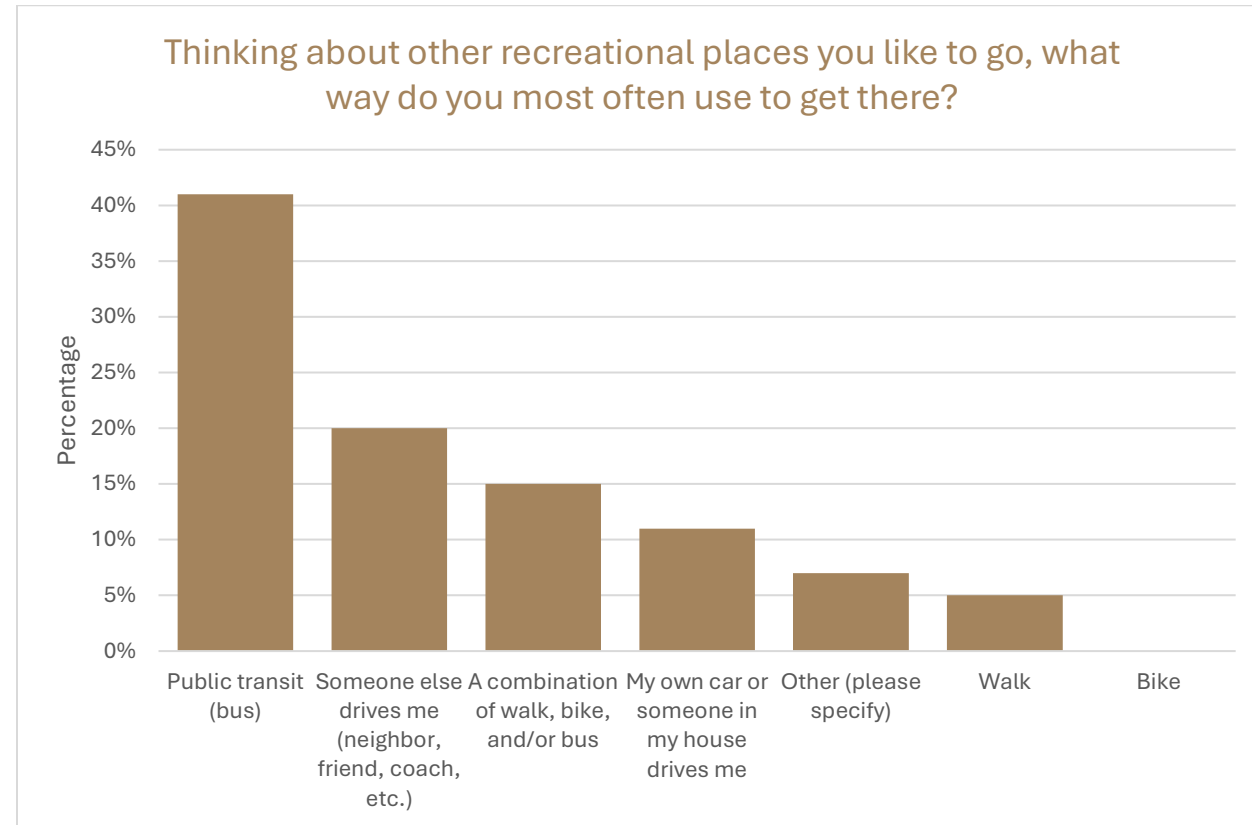
in my household drives me" at 182 responses (16%). Fewer respondents reported walking (66; 6%), biking (20; 2%), or relying on someone outside their household to drive them (75; 7%). Only 23 participants (2%) selected "Other" and provided alternative methods of travel. These findings suggest that improving public transit connections and supporting multimodal access (walking, biking, and transit) may be important strategies for enhancing equitable access to outdoor recreational areas. As described, this survey was specifically targeted toward riders without access to a personal vehicle.

Residents who selected “Other” included the following comments about their transportation methods:

- Car/Walk
- Either drive myself or bike there
- Run
- Drive 50% and walk 50%
- carpool with friends
- rental car

- Bus and Lyft/uber
- Rtc paratransit
- Bus
- Walking
- Electric Scooter
- Someone in my house or friend Drives me or Public Transportation (bus,uber,Lyft)
- Walking and the bus. Depending on which park
- Bus or lyft
- All of the above
- paratransit mostly or a friend
- Electric scooter or bud
- My niece drives me
- Ride share
- A combination of bus/walk/someone else driving
- I rely on public transportation and I'm looking for a way to get to Mount Charleston cabins up in the mountains to get a break away from Las Vegas but there's no public bus that goes up there
- ParaTransit

Question 4. Thinking about other recreational places you like to go, what way do you most often use to get there?



Answer Choices	Responses	
	Percentage	Count
Public transit (bus)	41%	54
Someone else drives me (neighbor, friend, coach, etc.)	20%	26
A combination of walk, bike, and/or bus	15%	20
My own car or someone in my house drives me	11%	15
Other (please specify)	7%	9
Walk	5%	7
Bike	0%	0
Total Answered	100%	131

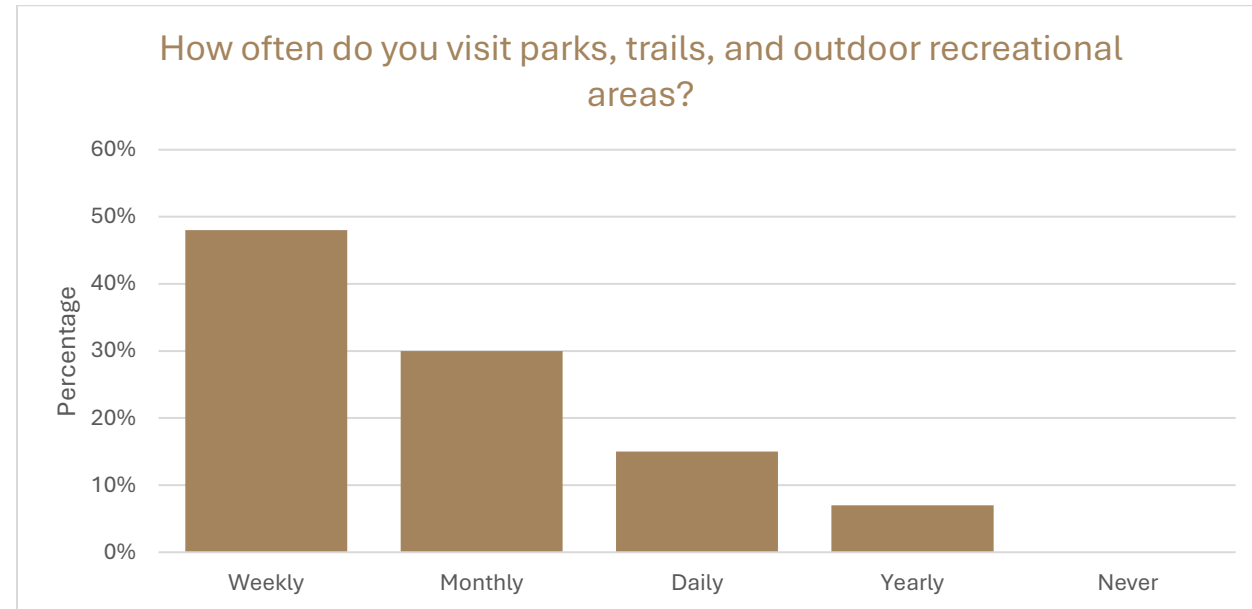
Key Understanding: When asking respondents how they most often travel to other recreational places, most respondents (41%) indicated they rely on public transit, highlighting the critical role of accessible and reliable bus service in supporting access to community recreation. This was followed by 20% who depend on others for a ride, suggesting that many residents, particularly youth, elderly, and those without vehicles, may face transportation challenges. Only 11% reported using their own or a household car, and

very few respondents walk (5%) or combine active modes like walking, biking, and transit (15%), with no respondents biking as their primary method. These patterns reflect a **strong dependence on shared and public transportation options**, underlining the importance of continued investment in transit infrastructure and community mobility support to ensure equitable access to recreational spaces. As described, this survey was specifically targeted toward riders without access to a personal vehicle.

Residents who selected “Other” included the following comments about their transportation methods:

- Uber
- Uber
- Bus
- Rtc
- A bus and someone takes me
- A combination of bus and walk
- I have to work 16h/7 days since 15 years, but would hope to have some more time in 1-2 years.
- I don't have transportation
- Bus or Uber/Lyft

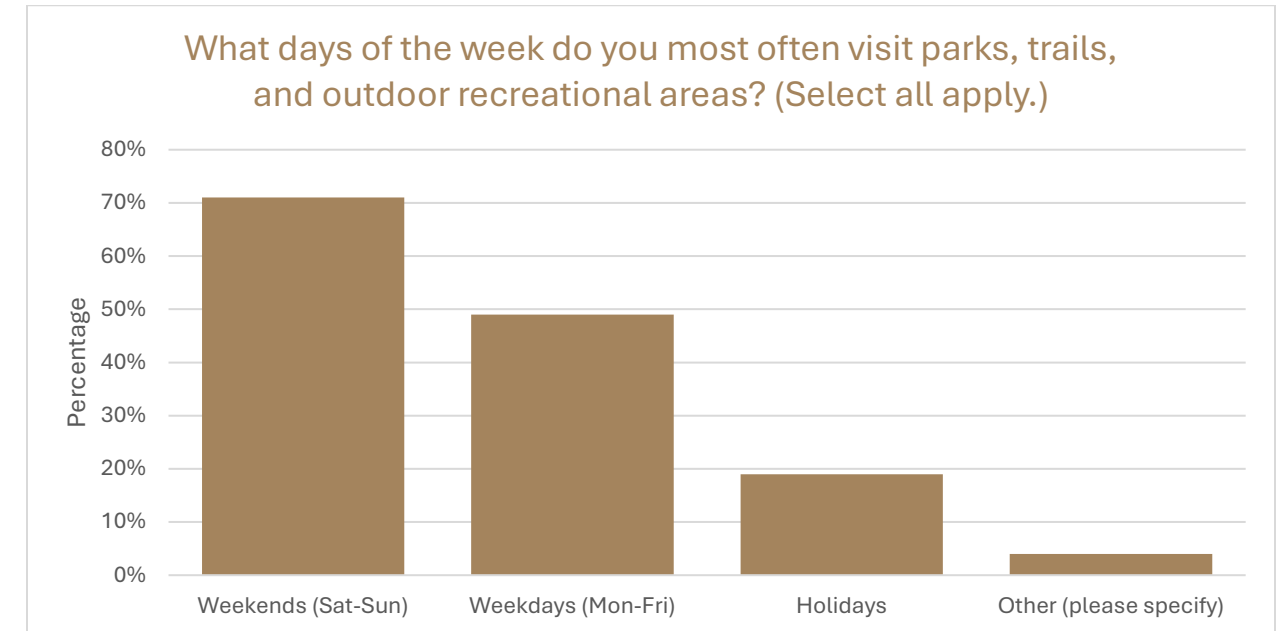
Question 5. How often do you visit parks, trails, and outdoor recreational areas?



Answer Choices	Responses	
	Percentage	Count
Weekly	48%	509
Monthly	30%	321
Daily	15%	163
Yearly	7%	71
Never	<1%	1
Total Answered	100%	1065

Key Understanding: Majority of respondents (over 93%) reported visiting parks, trails, and outdoor recreational areas on at least a monthly basis, with nearly half (48%) indicating weekly visits and 15% visiting daily. This high frequency of use reflects a **strong community connection to outdoor spaces** and suggests that parks and trails are essential components of residents’ routines and well-being. Approximately 30% visit monthly, while very few reported yearly uses (7%) or never visiting (less than 1%). This information highlights a widespread reliance on outdoor amenities, emphasizing the importance of continued investment in their maintenance, accessibility, and programming.

Question 6. What days of the week do you most often visit parks, trails, and outdoor recreational areas? (Select all apply.)



Answer Choices	Responses	
	Percentage	Count
Weekends (Sat-Sun)	71%	754
Weekdays (Mon-Fri)	49%	525
Holidays	19%	197
Other (please specify)	4%	47
Total Answered	-	1065

Key Understanding: When asking respondents ‘What days of the week do they most often visit parks, trails, and outdoor recreational areas’, most survey respondents (71%) reported visiting parks, trails, and outdoor recreational areas on weekends, making Saturday and Sunday the most popular days for outdoor activity. Nearly half (49%) also visit during weekdays, indicating a strong base of regular users across the week. Holidays saw lower use (19%), while a small percentage (4%) selected “Other,” suggesting unique schedules or specific park visit circumstances. This highlights the importance of **maintaining transit service, access and programming on both weekends and weekdays** to meet community needs.

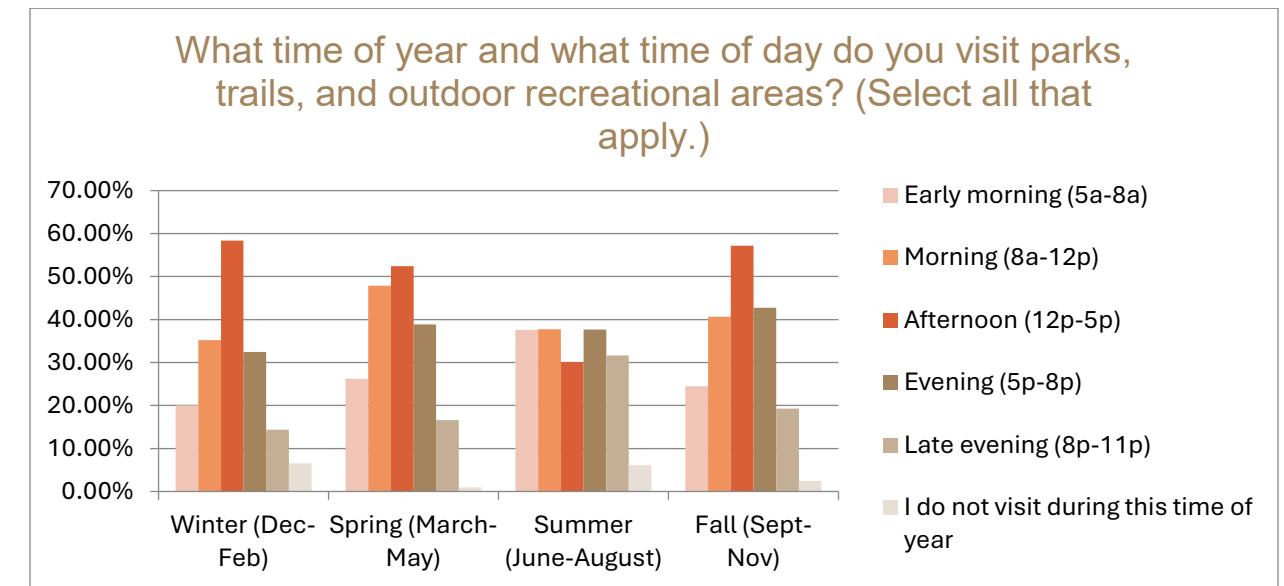
Residents who selected “Other” included the following comments about the days they visit parks, trails, and outdoor recreational areas:

- Whenever I can

- Sometimes during off
- Random
- No specific days just go whenever I feel like it
- Friday, Saturday, Sunday
- Friday too
- Days off work
- Daily
- after work
- Whenever the mood arises
- As often as I can
- Haven't been in over 10 years
- Any day of the week
- Both weekdays and weekends
- Monday and Tuesday
- Monday and Tuesday cause those are the off days
- When on a lengthy visit.
- Whenever I have free time
- like twice a week
- Whenever I'm available
- Whenever I am off work with free days
- Wednesday Thursday and friday
- Family gathering
- Tue and wed..days off
- When not working
- When the weather isn't extremely hot
- Like 2-3 times a week
- Wednesdays and Thursdays
- Whenever the mood strikes
- Days off - tues-wed, sun
- Family planning days off work
- Sadly only weekdays. No reliable bus.
- When I'm off
- When I'm off
- Everyday
- Monday-sunday
- Nice time
- When my spirit needs relaxing
- Monday, Wednesday
- Thursdays and Fridays
- Whenever I get a chance I go this sunrise Park I would love to go to the wetlands but I'm not sure if there's a bus goes up that direction
- Thursday

- Special events at parks, such as Renesance festival
- It varies

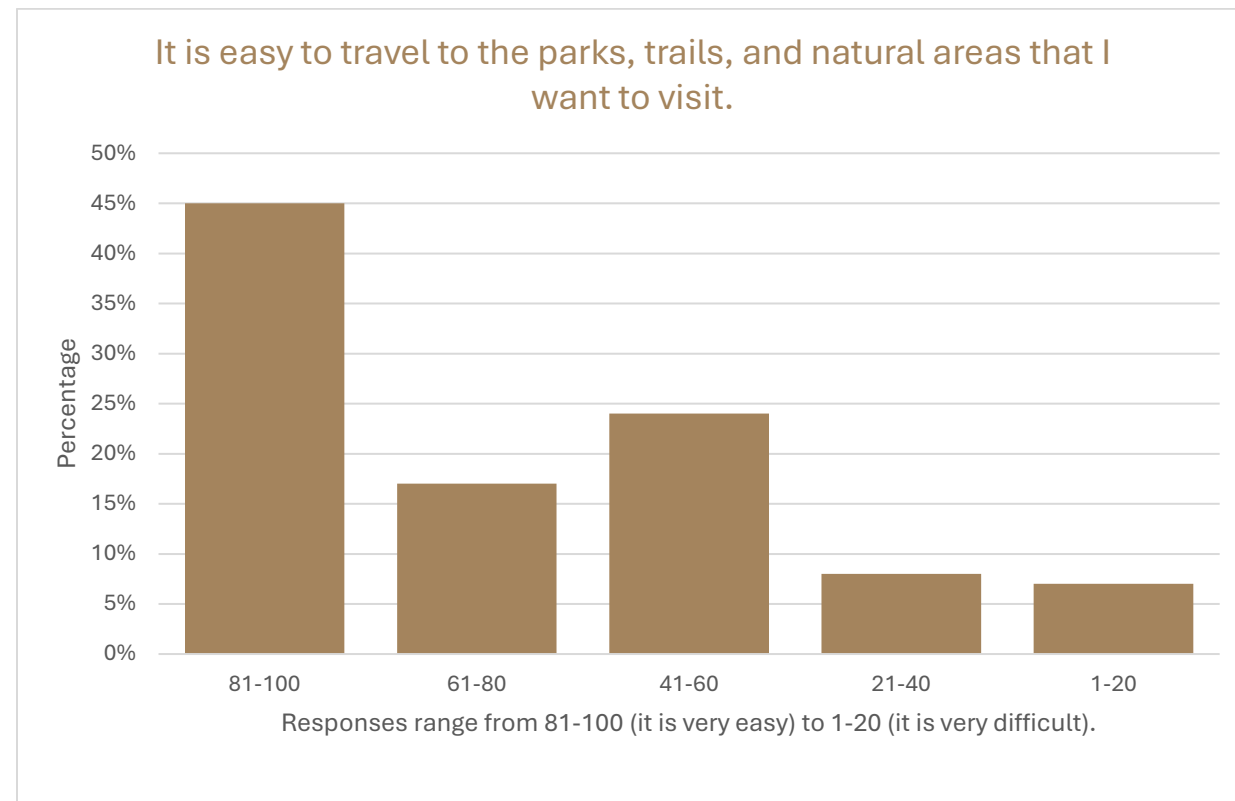
Question 7. What time of year and what time of day do you visit parks, trails, and outdoor recreational areas? (Select all that apply.)



Answer Choices (Season (Months))	Early morning (5a-8a)	Morning (8a-12p)	Afternoon (12pm -5pm)	Evening (5p-8p)	Late Evening (8p-11p)	I do not visit this time of year
Winter (Dec-Feb)	20% (213 count)	35% (375 count)	58% (622 count)	32% (346 count)	14% (153 count)	7% (70 count)
Spring (March-May)	26% (279 count)	48% (510 count)	52% (558 count)	39% (414 count)	17% (177 count)	1% (10 count)
Summer (June-August)	38% (400 count)	38% (402 count)	30% (320 count)	38% (401 count)	32% (337 count)	6% (65 count)
Fall (Sept-Nov)	25% (261 count)	41% (433 count)	57% (609 count)	19% (455 count)	19% (205 count)	2% (26 count)
Total Answered						1065

Key Understanding: Survey responses reveal that community members engage with parks, trails, and outdoor recreational areas year-round, with clear seasonal and time-of-day preferences. Across most seasons, afternoon hours (12–5 PM) attract the highest visitation, especially in winter (58%) and fall (57%), indicating a preference for warmer or daylight hours during colder months. In contrast, early morning visits peak in the summer (38%), likely due to heat avoidance and longer daylight hours. Spring mornings (8 AM–12 PM) show strong popularity (48%), suggesting increased activity as temperatures become milder. Evening use remains steady in summer (38%) and spring (39%), while late evening visits (8–11 PM) are relatively low overall, peaking modestly in summer (32%). Very few respondents reported not visiting parks during any particular season, highlighting a year-round value placed on outdoor access. These patterns suggest that **transit service, programming, maintenance, and outreach efforts could be strategically timed to align with peak usage periods, particularly in the afternoons and during spring and summer seasons.**

Question 8. It is easy to travel to the parks, trails, and natural areas that I want to visit.

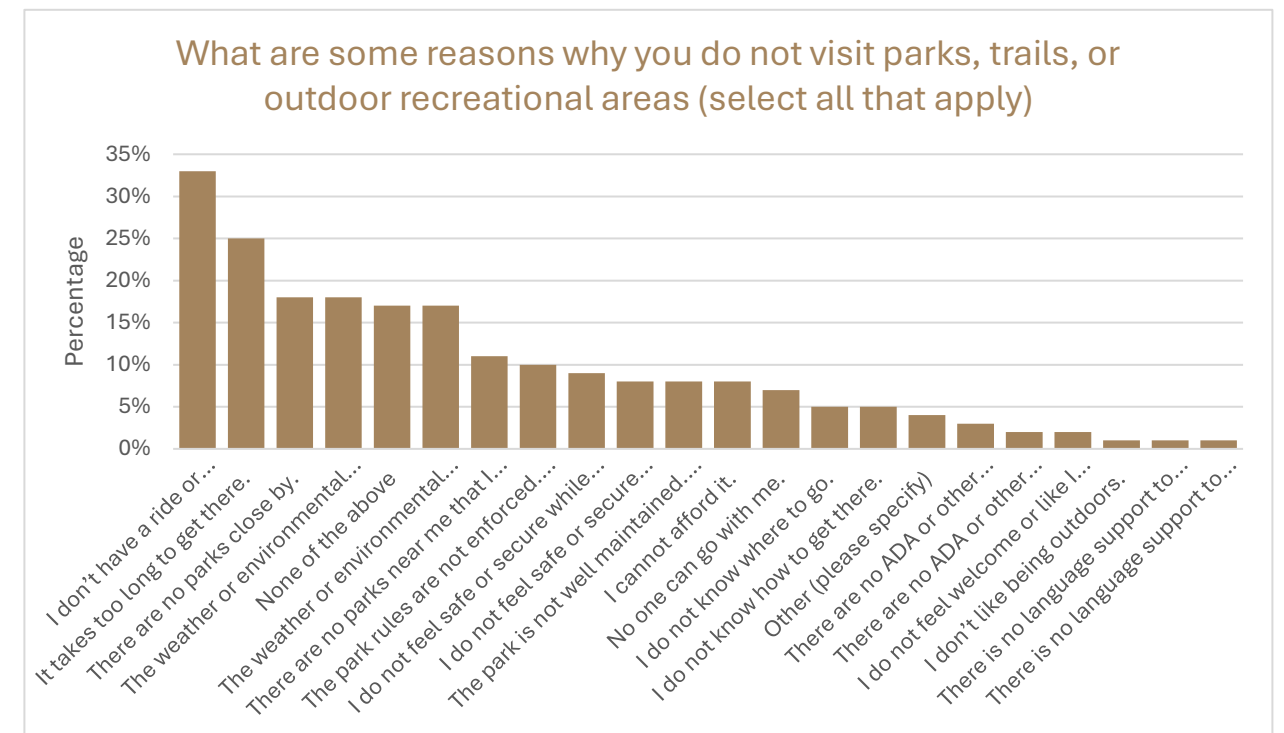


Answer Choices	Responses	
	Percentage	Counts
81-100 (it is very easy)	45%	539
61-80	17%	205

41-60	24%	286
21-40	7%	97
1-20 (it is very difficult)	8%	79
Total Answered	100%	1206

When asked how easy it is to travel to the parks, trails, and natural areas they want to visit, nearly half of respondents (45%) rated accessibility very highly, selecting scores between 81–100. Another 24% gave moderate scores between 41–60, while 17% selected 61–80, indicating generally positive but mixed experiences. A smaller portion (8%) reported significant difficulty (scores between 0–20), and 7% gave low-to-moderate scores (21–40). These results suggest that while most respondents find it relatively easy to access outdoor destinations, there are notable gaps in accessibility that could be improved to ensure more equitable and consistent access across the community.

Question 9. What are some reasons why you do not visit parks, trails, or outdoor recreational areas. (Select all that apply.)

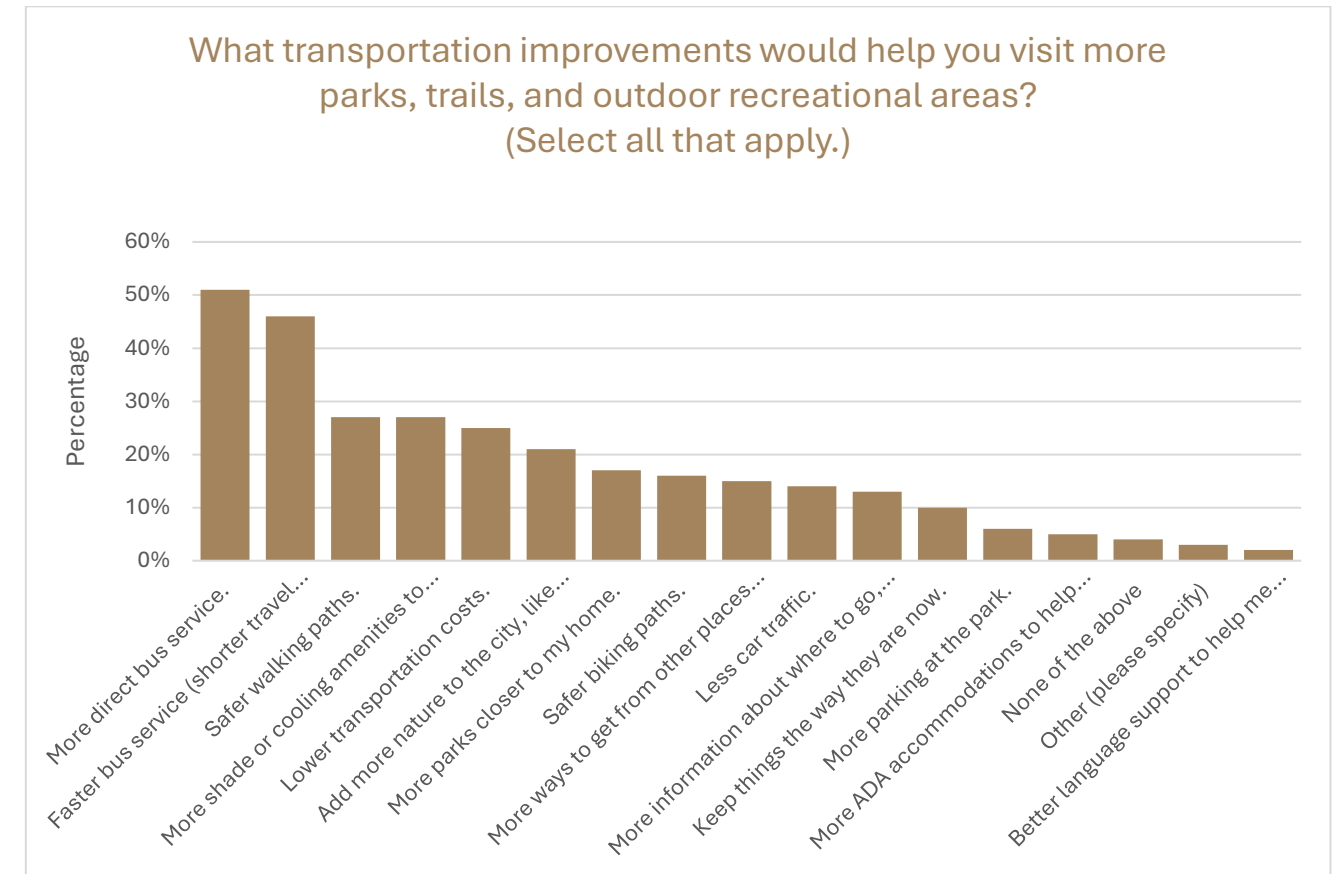


Answer Choices	Responses	
	%	Count
I don't have a ride or transportation.	33%	386
It takes too long to get there.	25%	290
There are no parks close by.	18%	213
The weather or environmental conditions are not comfortable while traveling to the park.	18%	210
None of the above	17%	203
The weather or environmental conditions are not comfortable while at the park.	17%	194
There are no parks near me that I want to visit.	11%	133
The park rules are not enforced. (Too much trash/litter, dogs off leash, urban camping, etc.)	10%	116
I do not feel safe or secure while at the park.	9%	111
I do not feel safe or secure traveling to parks.	8%	98
The park is not well maintained. (Parks and equipment are in poor condition.)	8%	97
I cannot afford it.	8%	94
No one can go with me.	7%	78
I do not know where to go.	5%	60
I do not know how to get there.	5%	55
Other (please specify)	4%	52
There are no ADA or other accommodations to help me travel to parks.	3%	36
There are no ADA or other accommodations to help me enjoy parks.	2%	29
I do not feel welcome or like I belong.	2%	29
I don't like being outdoors.	1%	15
There is no language support to help me enjoy parks.	1%	8
There is no language support to help me travel to parks.	1%	6
Total Answered	-	1172

Key Understanding: A significant portion of respondents **face transportation-related barriers** when it comes to visiting parks and recreational areas. Nearly one-third (33%) of respondents indicated that lacking a ride or transportation prevents them from accessing outdoor spaces, making it the most selected barrier. Additionally, 25% shared that travel time is a limiting factor, and 18% said there are no parks close by—**underscoring the importance of proximity and transit access in shaping park usage.** Environmental comfort also plays a role, with about 18% citing uncomfortable weather conditions while traveling and 17% noting discomfort while at the park. Although a smaller share, safety concerns—both en route (8%) and at the park itself (9%)—also emerged as notable

deterrents. While 17% reported experiencing no barriers, the findings highlight a clear need to **improve physical access, safety, and wayfinding to ensure equitable park use for all community members.**

Question 10. What transportation improvements would help you visit more parks, trails, and outdoor recreational areas? (Select all that apply)



Answer Choices	Responses	
	%	Count
More direct bus service.	51%	601
Faster bus service (shorter travel time).	46%	538
Safer walking paths.	27%	321
More shade or cooling amenities to make my trip more comfortable.	27%	315
Lower transportation costs.	25%	298
Add more nature to the city, like paths that are easy to walk or bike through and natural areas, that are close to homes and jobs.	21%	242
More parks closer to my home.	17%	197
Safer biking paths.	16%	187
More ways to get from other places in the community, like grocery stores and coffee shops, to parks.	15%	180
Less car traffic.	14%	164
More information about where to go, how to get there, and what to expect while traveling.	13%	156
Keep things the way they are now.	10%	123
More parking at the park.	6%	73
More ADA accommodations to help me travel to parks.	5%	60
None of the above	4%	47
Other (please specify)	3%	33
Better language support to help me travel to parks.	2%	18
Total Answered	-	1172

Key Understanding: Survey responses highlight that **the most significant improvements to help people access parks, trails, and outdoor recreation areas are related to public transit and comfort while traveling.** Most respondents (51%) identified a need for *more direct bus service*, and nearly half (46%) indicated that *faster bus service* would help them visit parks more often. These priorities suggest a strong community desire for more efficient and streamlined transit options to recreational spaces. In addition, about a quarter of respondents emphasized the importance of *lower transportation costs* (25%) and *safer walking paths* (27%), with *more shade or cooling amenities* (27%) also ranking high—indicating that both affordability and comfort are key factors influencing park access. While fewer respondents selected infrastructure-related improvements like *safer biking paths* (16%) or *more parking at parks* (6%), the data shows broad interest in multimodal access, with several community members also wanting *more information about how to reach parks* (13%) and *more nature integrated into the city near homes and jobs* (21%). Overall, the feedback points to a **need for investment in safe, and climate-**

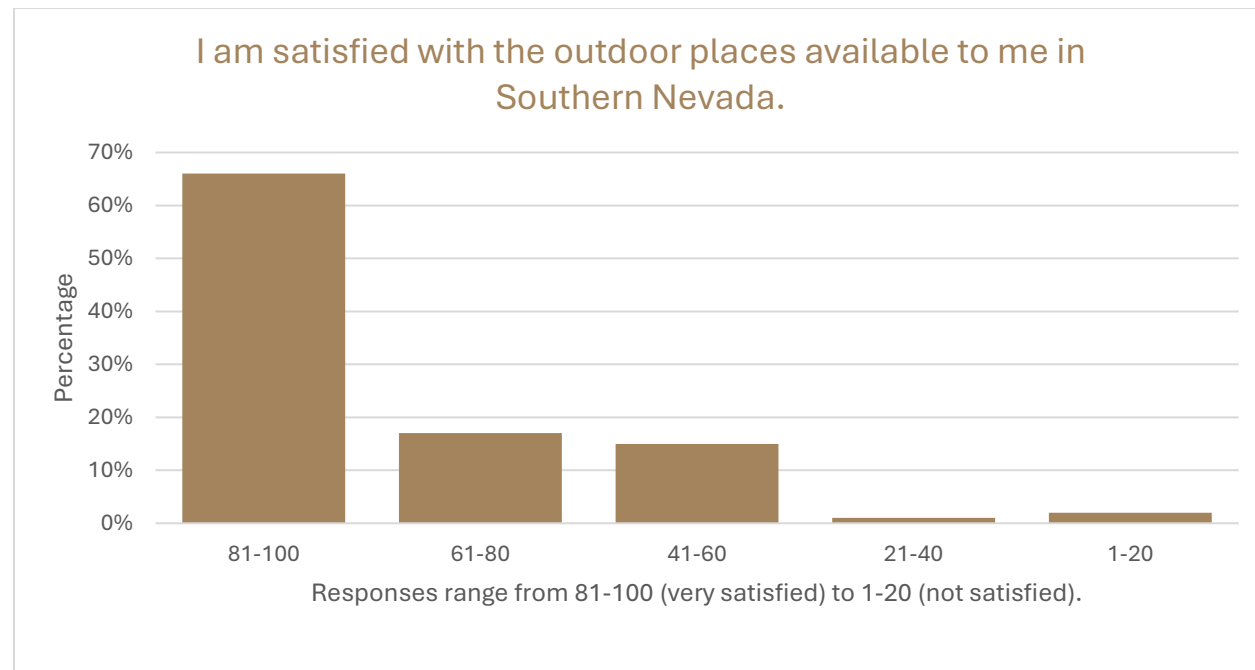
conscious transportation solutions to reduce barriers and enhance access to the outdoors.

Residents who selected “Other” included the following comments about transportation solutions that would help them access parks:

- keeping parks cleaned up of trash from windy days and dog poop on trails
- Allow fire pits or build fire pots
- Chargers for directions
- See Trailhead Direct in Washington or numerous trailhead shuttles in Colorado
- more public transportation in SUBURBAN neighborhoods. specifically Anthem Hills and Inspirada areas.
- Discounts for casino workers and a special bus for workers only for strip
- More crosswalks near parks
- Try to somehow make bus driver able to connect with other bus crossing because I don't run and hubby can't run so EVERY TIME WE'RE GONNA MISS THE OTHER CONECTING BUS
- Have more signs that dogs must be on a leash. Too many people are not aware of the Nevada ordinance in these public spaces which can create a nuisance and potential opportunity for a dog attack.
- All parks etc should be free of charge
- CLEANER RESTROOMS, we also need soap and sinks that stay on. Doors in restrooms for kids privacy.
- Im Legally blind
- making housing more accessible so the homeless aren't kicked out of public spaces and parks
- more dog-off-leash enforcement, PLEASE & thank you!
- Lighting. I recently was on angel park trail and lights were out. Difficult to see pedestrian while I'm on a bike
- enforce dog off leash laws
- Better play area for the kids
- private roads secluded from normal city traffic to access nature
- Closer bus stop for return ride. The next bus stop at the corner of Tropicana and Rainbow is app. 1.4 miles away. There should be a bus stop directly in front of the East Gate (on Tropicana, closer to Rainbow Blvd.) at Spanish Trail Country Club.
- Safer bus stops
- Keeping the buses clean and SMELLING FRESH!!!
- Not be harassed by the police every time I go for sitting on a blanket
- A lot of homeless
- All of the above
- Safe and clean restrooms throughout the valley.
- More Bathroom facilities

- RTC Bike rentals need bike stations expanded to East Las Vegas and Henderson area
- safer crosswalks that physically force cars to stop for pedestrians
- More park police presence.
- Paratransit
- Cheaper buss passes
- Too many homeless people in the park.

Question 11. I am satisfied with the outdoor places available to me in Southern Nevada.

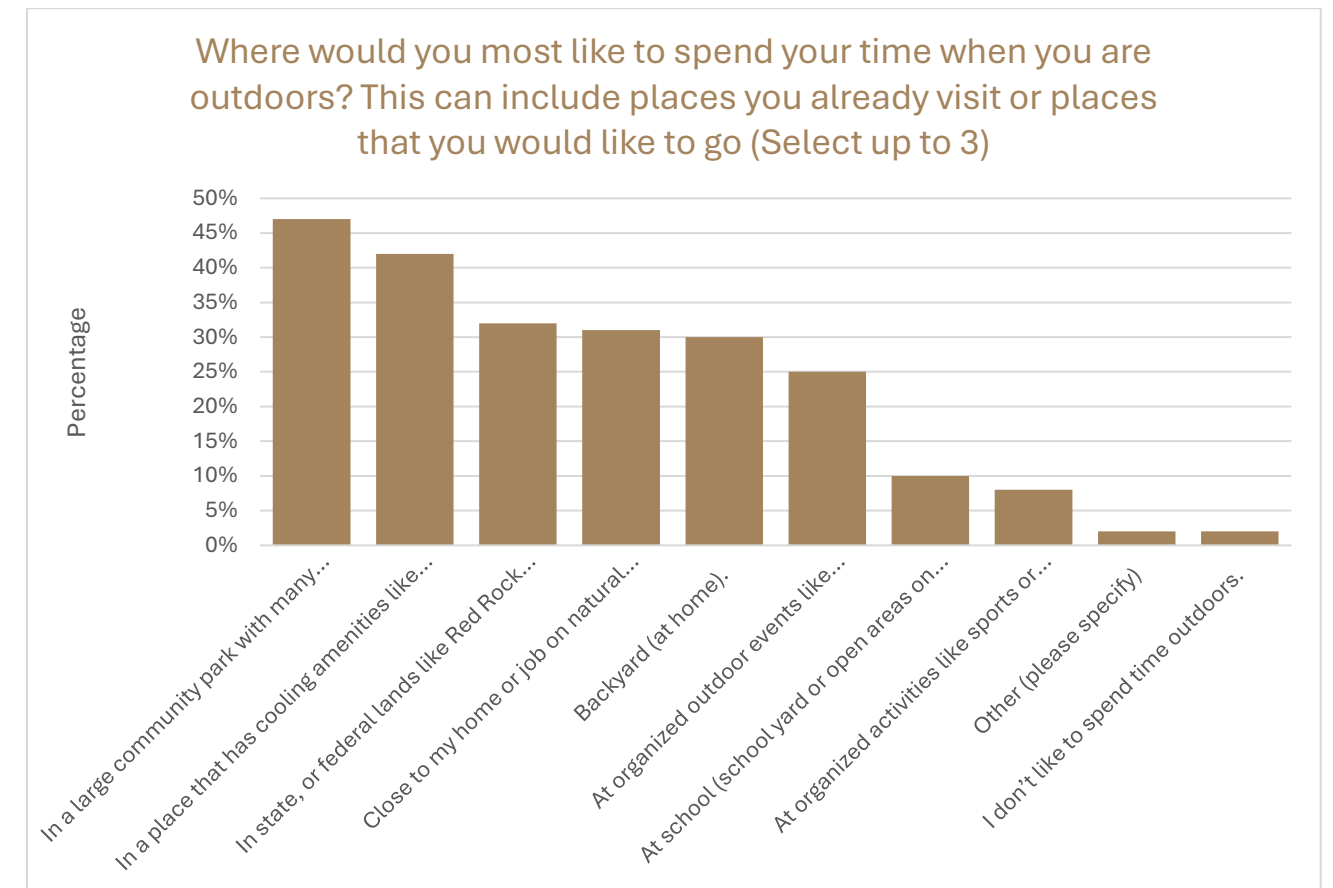


Answer Choices	Responses	
	Percentage	Count
81-100 (very satisfied)	66%	764
61-80	17%	194
41-60	15%	170
21-40	1%	10
1-20 (not satisfied)	2%	22
Total Answered	100%	1160

Key Understanding: Most respondents expressed strong satisfaction with the outdoor places available to them in Southern Nevada. Of the 1,160 participants who answered, 66% (764 respondents) rated their satisfaction between 81–100, indicating a high level of

approval. An additional 17% (194 respondents) selected a score between 61–80, showing generally positive sentiment. Only a small portion of respondents—less than 3%—rated their satisfaction between 1–40, suggesting that while overall feedback is favorable, there remains a smaller group whose needs or preferences may not be fully met. These results suggest that **the community is generally happy with the outdoor spaces available to them.**

Question 12. Where would you most like to spend your time when you are outdoors? This can include places you already visit or places that you would like to go. (Select up to 3.)



Answer Choices	Responses	
	%	Count
In a large community park with many activities and amenities.	47%	543
In a place that has cooling amenities like trees and water features.	42%	481
In state, or federal lands like Red Rock and Lake Mead.	32%	366
Close to my home or job on natural trails, pathways, and small parks.	31%	354

Backyard (at home).	30%	349
At organized outdoor events like community concerts and festivals, outdoor movies, and volunteer clean ups.	25%	291
At school (school yard or open areas on school campus).	10%	115
At organized activities like sports or nature programs.	8%	96
Other (please specify)	2%	20
I don't like to spend time outdoors.	2%	18
Total Answered	100%	1147

Key Understanding: Community members most value outdoor spaces that offer a combination of accessibility, natural features, and diverse recreational opportunities.

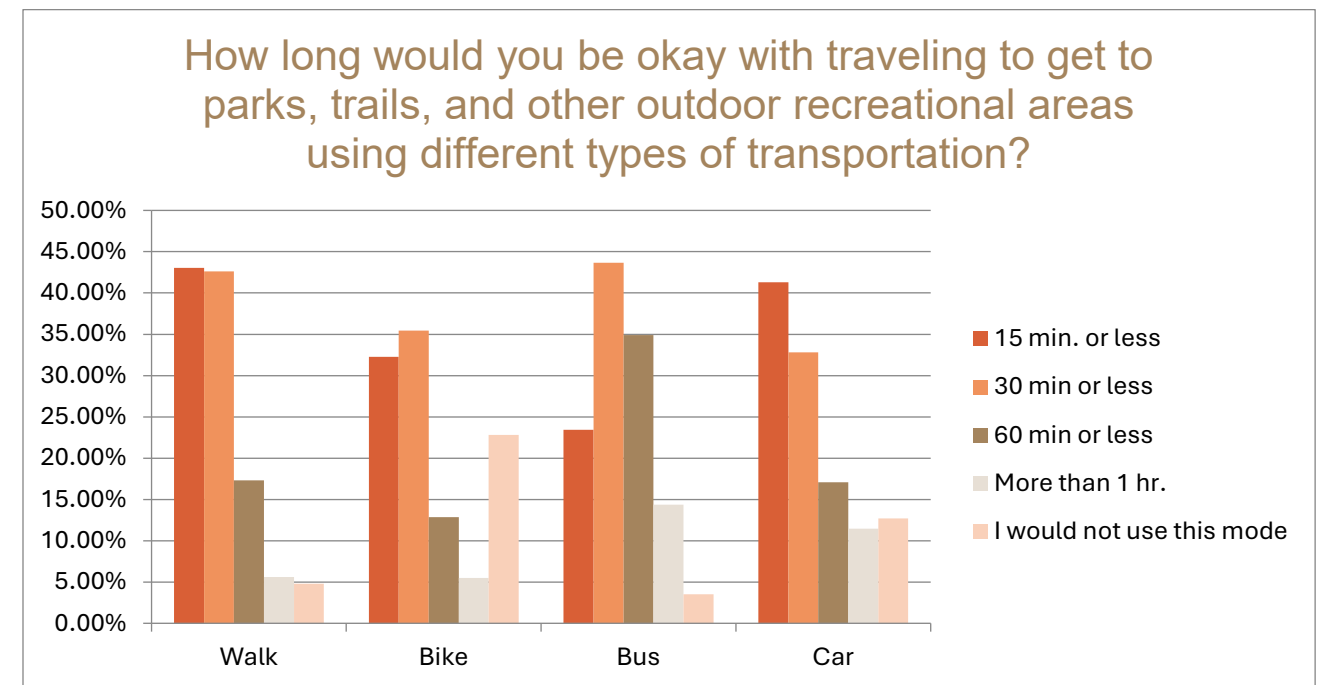
The most preferred destination was large community parks with many activities and amenities (47%), followed by places with cooling features like trees and water (42%), and state or federal lands such as Red Rock and Lake Mead (32%). This highlights a strong community interest in both well-equipped local parks and larger, nature-based destinations. Additionally, nearly a third of respondents enjoy spending time close to home or work on natural trails, pathways, and small parks (31%) and in their own backyards (30%), underscoring the importance of everyday, convenient access to outdoor environments. The data also suggests that while fewer people prioritize schoolyards or structured programs, there remains a meaningful interest in organized events and community gatherings outdoors (25%), pointing to a desire for social connection and cultural activity in public spaces. These insights suggest that planning efforts should prioritize shaded, multi-use, and community-oriented spaces, especially those that provide relief from heat and opportunities for both active and passive recreation.

Residents who selected “Other” included the following comments about the places they like to spend time outdoors:

- Dry Lake bed drum circles or raves
- Skate parks or bike trails
- Dog friendly Park
- More pocket parks in neighborhoods without parking, especially off leash dog areas
- in a place i feel safe for myself & for my dog
- City is nature too
- Wetlands park
- If I actually had friends, I would probably do more outside
- Make the Russell bus pronto
- We would like to take our bikes to the above places.

- MALL
- Pool
- All of the above
- I love Lake Mead my dad died in the line of duty as NPS Ranger I miss being able to go out to the lake ParaTransit WILL NOT TAKE ME THERE
- races, football games, pow wow ren festival

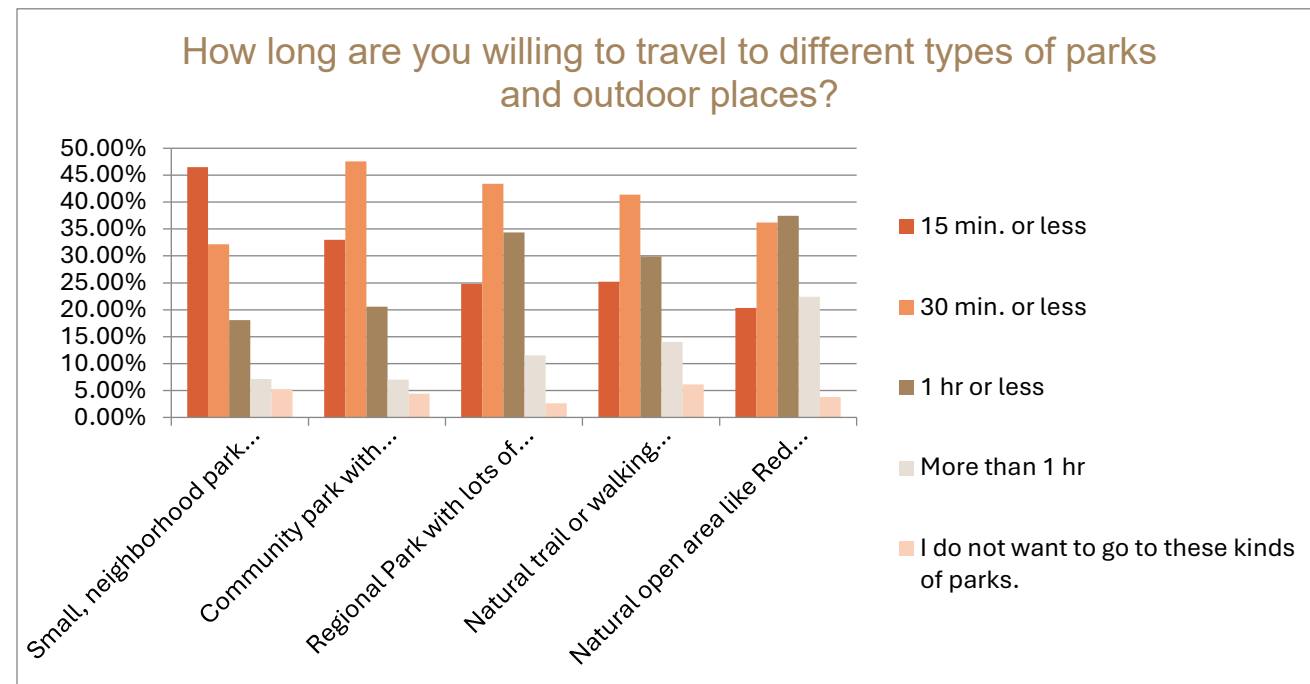
Question 13. How long would you be okay with traveling to get to parks, trails, and other outdoor recreational areas using different types of transportation?



Answer Choices	15 min. or less		30 min or less		60 min or less		More than 1 hr		I would not use this mode	
	%	Count	%	Count	%	Count	%	Count	%	Count
Walk	43%	492	43%	487	17%	198	6%	64	5%	55
Bike	32%	369	35%	405	13%	147	6%	63	23%	261
Bus	23%	268	44%	499	35%	399	14%	164	4%	40
Car	41%	472	33%	375	17%	195	11%	131	13%	145
Total Answered										1143

Key Understanding: When asked how long respondents would be willing to travel to access parks, trails, and other outdoor recreation areas using different modes of transportation, most expressed a **strong preference for shorter travel times**—particularly when walking or biking. Over 85% of respondents would walk if the destination were within 30 minutes, and nearly 68% would bike that distance. However, willingness to travel decreases significantly beyond that, especially by bike, with nearly one in four respondents saying they would not use this mode at all. Buses had more flexibility, with over 77% of respondents open to trips up to 60 minutes, indicating bus users may be more accustomed to longer travel times. Travel by car remained the most broadly accepted mode, with high willingness across all time intervals and only 13% stating they would not use a car. These results suggest the importance of **ensuring close-to-home access for active transportation users while maintaining transit and parking options for those traveling farther distances.**

Question 14. How long are you willing to travel to different types of parks and outdoor places?



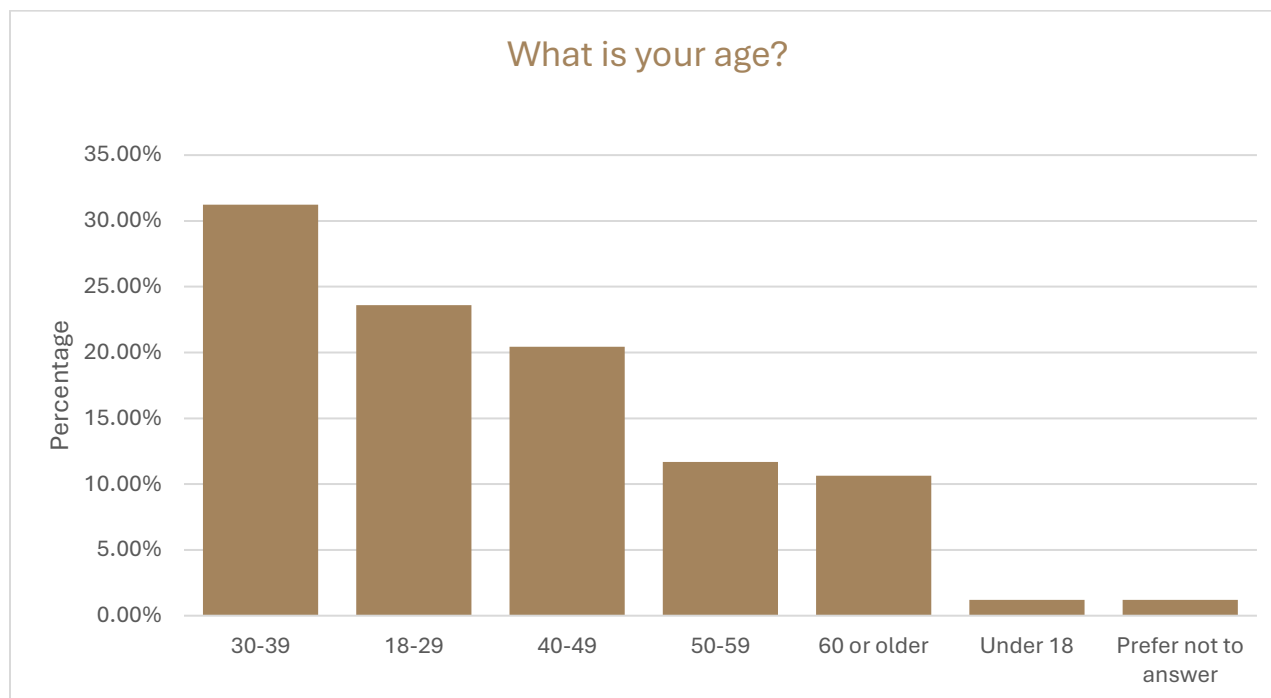
Answer Choices	15 min. or less		30 min. or less		1 hr or less		More than 1 hr		I do not want to go to these kinds of parks.	
	%	Count	%	Count	%	Count	%	Count	%	Count
Small, neighborhood park with only 1-2 amenities like picnic tables or a small playground.	46%	530	32%	367	18%	206	7%	81	5%	60
Community park with many amenities like sports fields, dog parks, and playgrounds.	33%	375	48%	541	21%	234	7%	80	4%	50
Regional Park with lots of amenities and community activities like sports fields, walk/run paths, festivals, outdoor movies, etc.	25%	282	43%	494	34%	391	12%	131	3%	30
Natural trail or walking path like the Las Vegas Wash trail or Harry Reid Union Pacific Railroad Trail.	25%	285	41%	468	30%	338	14%	159	6%	69
Natural open area like Red Rock, Clark County Wetlands Park, or	20%	230	36%	410	37%	424	22%	254	4%	43

Sunrise Mountain.									
Total Answered									1143

Key Understanding: Community members are generally willing to **travel farther for parks and outdoor spaces that offer more amenities, natural features, or regional significance.** Most respondents (79 %) prefer to access small neighborhood parks within 15 or 30 minutes, indicating a strong desire for easily accessible local recreation. In contrast, willingness to travel increases for community parks and regional parks—nearly 68% are open to traveling up to 30 minutes for a community park, and more than 78% would travel for up to an hour or more for a regional park. Natural open areas and trails also drew significant interest, with 60% and 67% of respondents respectively willing to travel 30 minutes or more, highlighting the importance of preserving and promoting access to nature-based recreation. While only a small portion indicated they do not want to visit these spaces (ranging from 3% to 6%), the data suggests a layered system of local, community, and regional parks is critical to meeting diverse access preferences across the population.

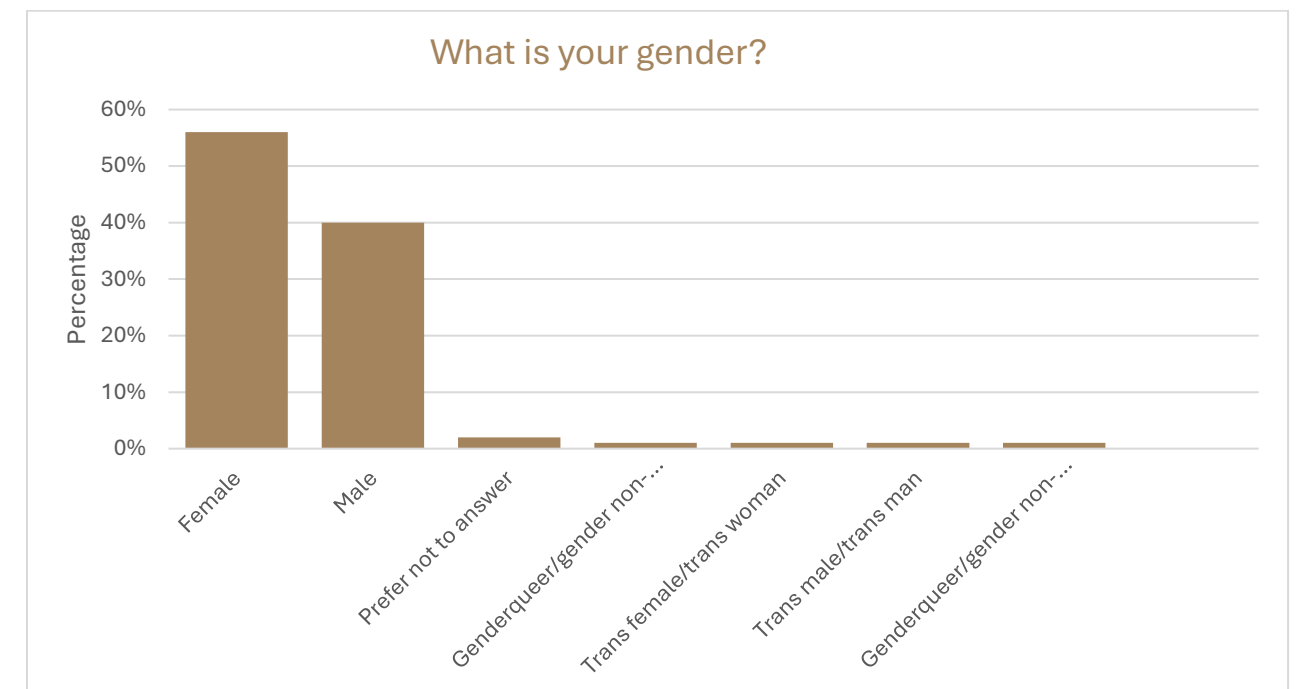
Demographics Questions

Question 15. What is your age?



Key Understanding: This question was answered by 1,131 (93%) respondents out of 1,212 who completed the survey. From the respondents who answered this demographic question, the majority shared they are between the age range of 30-39 years old (31%). The second highest age range was 18-29 years old (24%). The third prominent age range group was 40-49 years old (21%). Survey respondents that were under 18 years old who responded to this question make up less than 1% of the survey. Participants who are 60 years or older make up 11% of the survey participants. These percentages are distinct in comparison to Southern Nevada with overall 5.5% of the population of Southern Nevada being 18 years or younger in age, and 16.3% of people of Southern Nevada being 65 years or older based on the Census Demographics information from 2024. The survey’s target age audience from ages 18 – 60 years old was met based on these results to help ensure that diverse age groups are being heard from the community. Overall, these results show that a diverse age range came in from community responses from the survey.

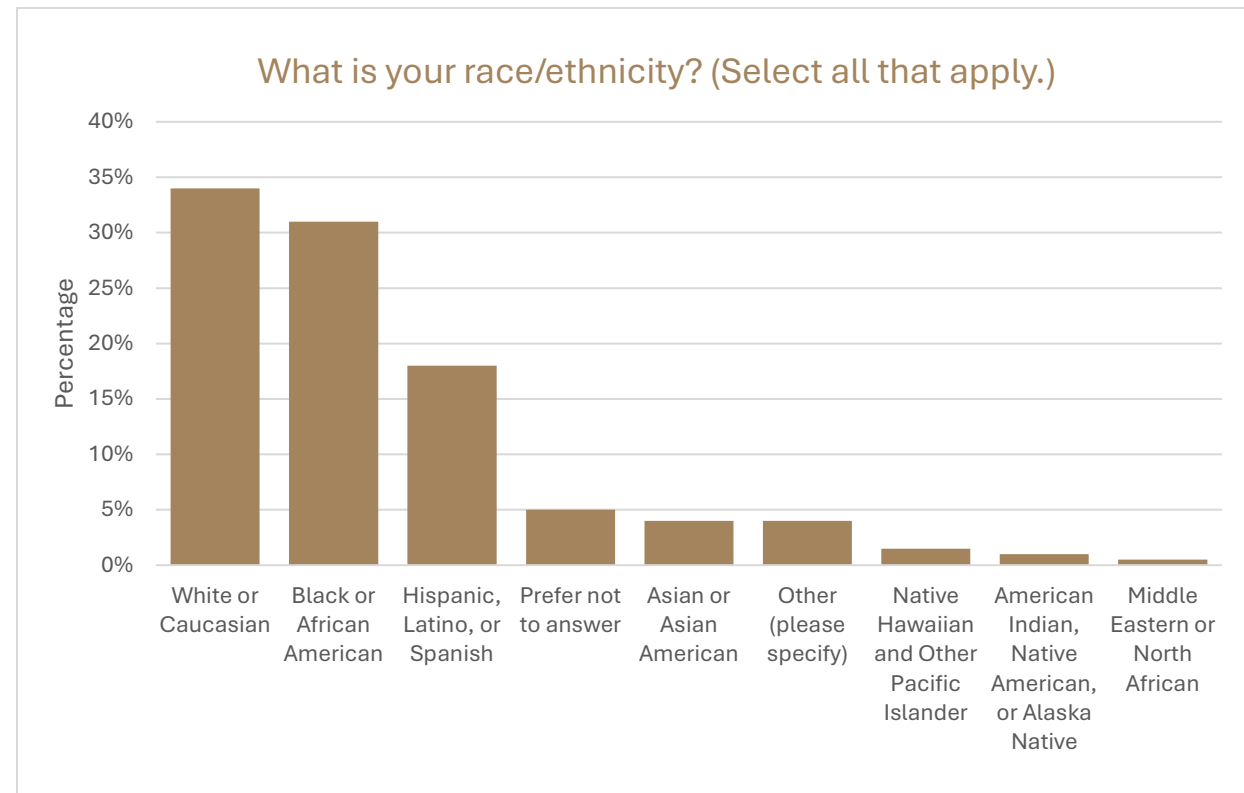
Question 16. What is your gender?



Key Understanding: This question was answered by 1,131 (93%) respondents out of 1,212 who completed the survey. From the respondents who answered this demographic question, majority identified as female (56%). 40% identified as male, and 1% of participants identified as queer/gender non-conforming. 2% of participants preferred not to answer. Based on the U.S Census Demographics of 2024, 50% of Southern Nevada is made up of female identifying individuals. This reflects a close 50-50 ratio percentage of those who completed the survey and reflects how the target audience for representing female

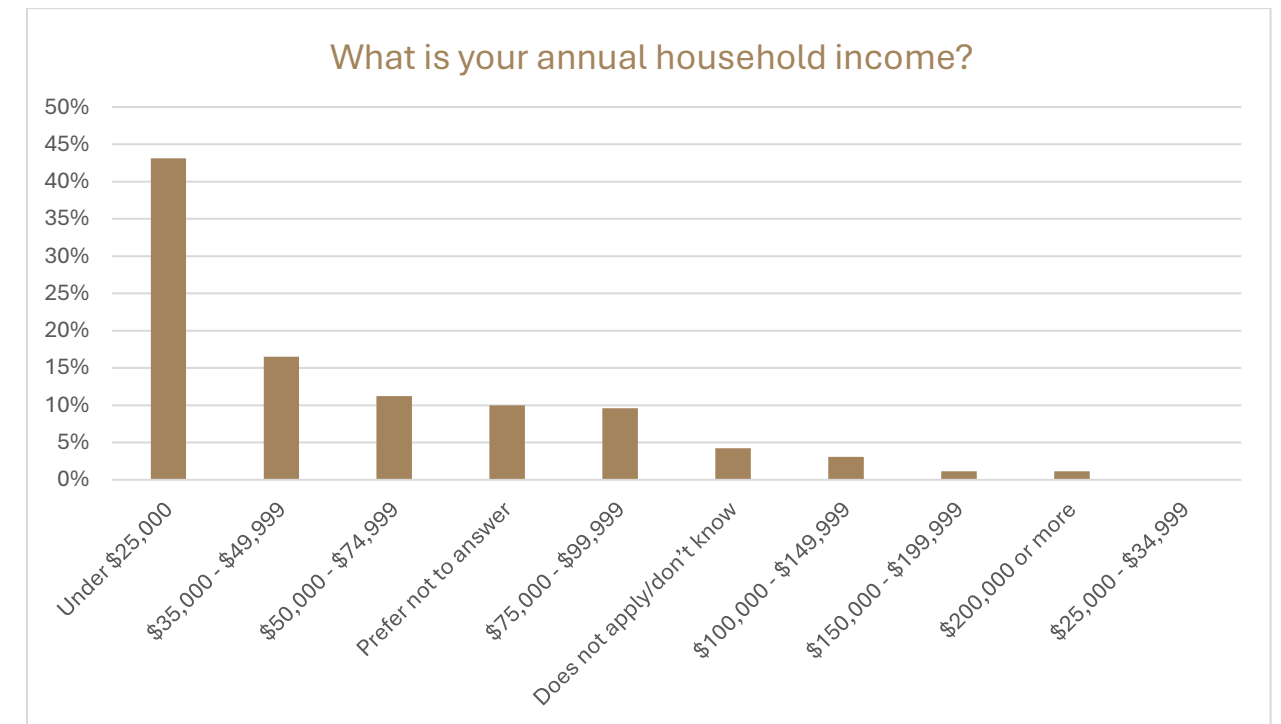
and male voices was met. These results provide insight into the gender demographics of survey respondents to showcase diverse voices being heard from the community.

Question 17. What is your race/ethnicity? (Select all that apply.)



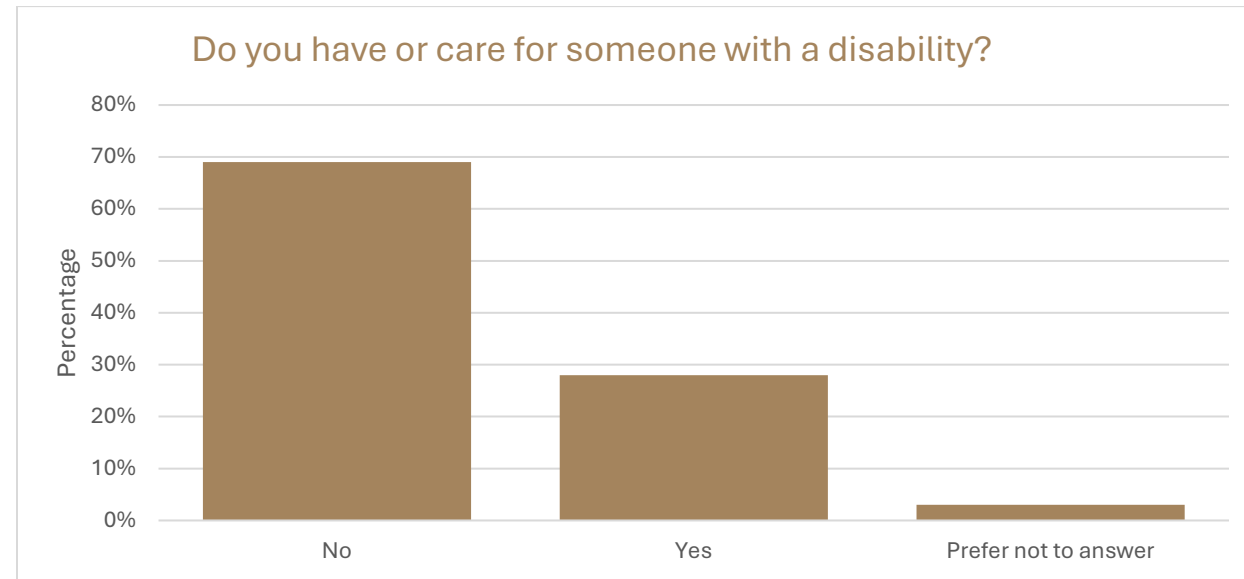
Key Understanding: This question was answered by 1,131 (93%) respondents out of 1,212 who completed the survey. From the respondents who answered this demographic question, a close balance of White or Caucasian (34%) identifying respondents aligned with Black or African American (31%) participants. Hispanic, Latino, or Spanish (18%) was the third most prominent ethnicity represented in this survey. 5% preferred not to answer, 4% identified as Asian or Asian American, and less than 3% identified as Native Hawaiian, or American Indian/Native American. Based on the U.S Census Demographics results for the 2024 year; the survey respondent population was proportionate to the Southern Nevada ethnicity percentages for some ethnicity categories. In Southern Nevada, 67% of the population identifies as White, 14% of the population identifies as Black, 32% identifies as Hispanic or Latino, 12% identify as Asian, and 1% identify as Native American. The notable differences were seen in highlighting more Black voices within this survey (17% above average responses), and Hispanic/Latinos being underrepresented with 16% of the overall responses. These results provide insight into the racial and ethnic demographics of survey respondents to showcase diverse voices being heard from the community.

Question 18. What is your annual household income?



Key Understanding: This question was answered by 1,131 (93%) respondents out of 1,212 who completed the survey. Majority of respondents identified with having an annual household income under \$25,000 (43%). The second prominent response was \$35,000 - \$49,999 (17%). \$50,000 - \$74,999 (11%) was the third highest annual income response shared. These results indicate that most of the respondents come from low-income backgrounds. The survey responses reflect the successful target audience of low-income identified participants being heard from for the Southern Nevada region. Based on the U.S Census Demographics, 12.9% of people in Southern Nevada live with annual low-income earnings. These percentages help represent how receiving responses from the low-income segment provides insight on public transportation users, with a low response coming in from higher-income participants.

Question 19. Do you have or care for someone with a disability?

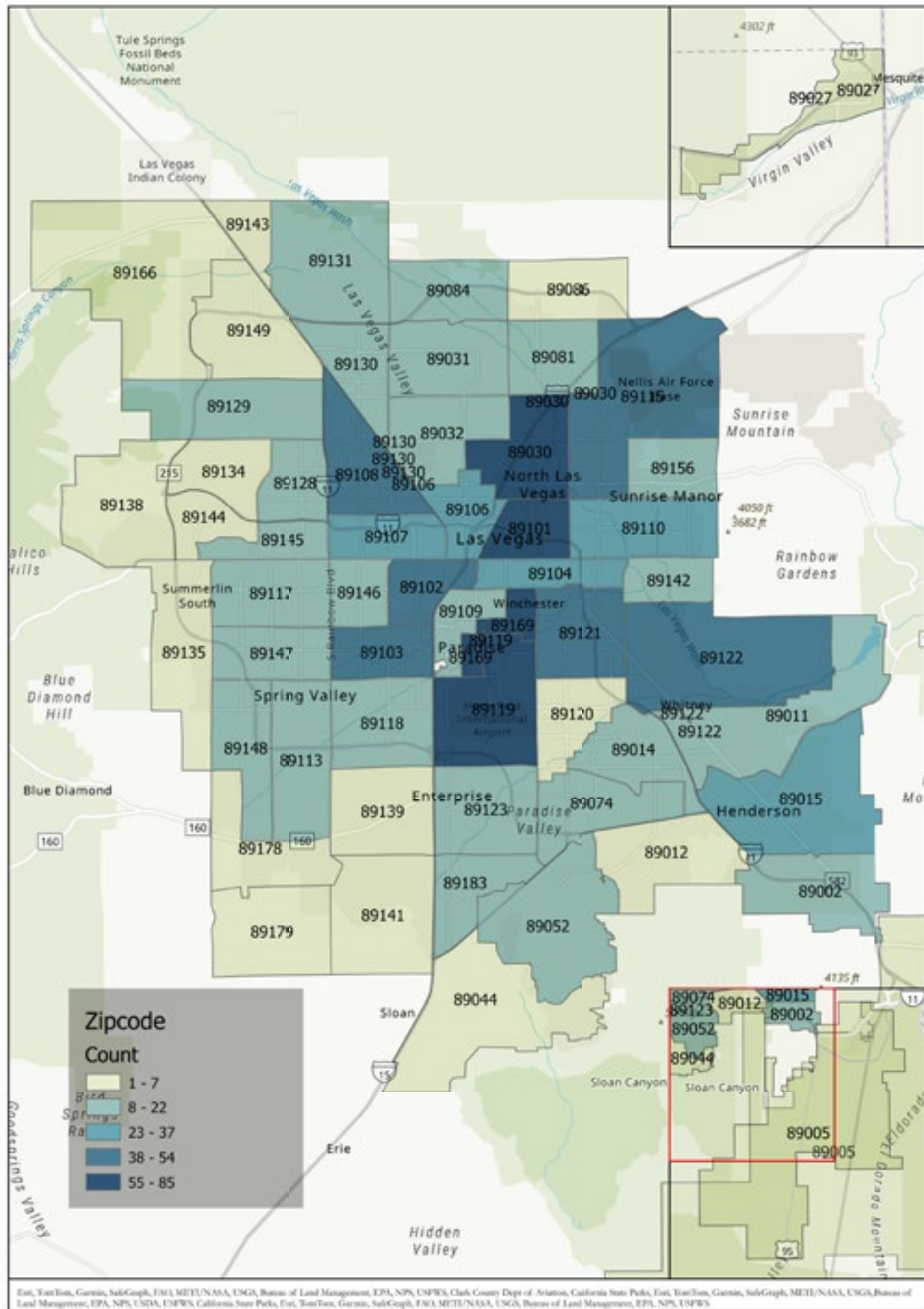


Key Understanding: This question was answered by 1,131 (93%) respondents out of 1,212 who completed the survey. The majority of respondents shared that they do not care or tend to someone with a disability (69%). 28% of respondents shared that they do care for someone with a disability. 3% of respondents shared that they prefer not to answer. The survey responses reflect the successful target audience of hearing from community members who have experiences navigating life with disability care and disabilities. Based on the U.S Census Demographics, 9% of people in Southern Nevada live with a disability under the age of 65. Comparing the survey to Southern Nevada percentages, the survey received 19% more than average responses from the disability community which is helpful for hearing input on general public transportation improvements for all user-groups. Overall, these percentages represent how multiple user groups have taken the survey, and their life experiences that inform their perspectives on public transportation.

Question 20. What is your home zip code?



Key Understanding: This question was answered by 1,131 (93%) respondents out of 1,212 who completed the survey. The top three zip codes provided from respondents were 89101 (Downtown Las Vegas) with a count of 82 people (7%), 89119 (southern part of the Las Vegas Valley) as the second most listed zip code with a count of 77 (7%), and 89030 (North Las Vegas) with the third most listed zip code with a count of 67 respondents (6%). Overall, most zip codes came in from the Las Vegas Valley with participation coming in from additional zip codes such as 89169, 89115, 89102, and 89121 areas.



Cross-Analysis Questions

How do transportation views to parks and open space improvements vary between household income groups?

Survey responses highlight both similarities and differences in transportation-related priorities for park and open space improvements across household income levels. Several income groups—including households earning \$25,000–\$49,999 and \$75,000–\$99,999 identified **more direct bus service** as a key improvement that would help encourage visits to parks and natural areas. Notably, 60% of respondents in the \$25,000–\$34,999 income bracket also expressed this need—the highest percentage among all income groups surveyed. **Safer walking paths** also emerged as a widely shared priority. In the \$75,000–\$99,999 income group, 38% of respondents identified safer pedestrian routes as important. This improvement was even more strongly supported by higher-income households earning \$200,000 or more, where 55% expressed a desire for safer walking paths. In addition, faster bus service with shorter travel times was mentioned by nearly half of all respondents (49%), reflecting a **broad consensus across income levels on the need for more efficient transit options**. These findings are based on cross-tabulated data comparing responses to Question 18 (“What is your annual household income?”) and Question 10 (“What transportation improvements would help you visit more parks, trails, and outdoor recreational areas? (Select all that apply)”).

How do transportation uses vary between ages?

Survey responses show distinct transportation uses to access parks and open spaces vary across different age groups in Nevada. **Adults aged 30–39 were the most likely to use public transit**, representing 35% of all bus users. Youth aged 18–29 followed as the second highest age group to rely on bus transportation. In contrast, **older adults (60+) primarily traveled by personal vehicle** through either driving themselves or riding with someone from their household, accounting for 22% of respondents in that category. **Biking was a rarely selected mode of transportation** across all age groups. These findings are based on cross-tabulated data comparing responses to Question 3 (“What way do you most often use to get to parks, trails, and other outdoor recreational areas?”) with Question 15 (“What is your age?”).

How does accessing and visiting park preferences vary between households that include a member with a disability versus those who don't?

Survey responses show different perspectives towards visiting and accessing parks and open based on their status of having or caring for someone with a disability. From those who responded why they do not visit parks, trails, or outdoor recreational areas, 46% selected because they do not have a ride or transportation. 18% mentioned that there are no parks near them that they want to visit. 11% responded they do not feel safe or secure traveling to parks. 11% mentioned they don't visit parks and open spaces because they cannot afford it. From both those who mentioned they do not have a family member with a disability, or preferred not to answer, their highest response for not visiting parks or outdoor recreational spaces was also because they also do not have a ride or transportation – 29% for those who are not caring for a household member with a disability, and 30% for those who did not answer. These findings are based on cross-tabulated data comparing responses to Question 19 (“Do you have or care for someone with a disability?”) with Question 9 (“What are some reasons why you do not visit parks, trails, or outdoor recreational areas.”).

What transportation improvements would support individuals and families affected by disability?

Survey results reveal key transportation improvements that could better support individuals who either identify as having a disability or care for someone with a disability. Valuable insight is provided into how inclusive design and accessibility upgrades can better serve families impacted by disability. Among these respondents, the most commonly selected improvements were **more direct bus service** and **faster bus service**, both cited by 51% of participants. **Safer walking paths** were also a significant priority, with 36% indicating this would help improve access to parks and open spaces. Additionally, **lower transportation costs** and **more shade or cooling amenities** were each selected by 30% of respondents, highlighting the need for affordable and comfortable travel options. Lastly, **adding more nature to the city**, such as accessible walking and biking paths and natural areas located near homes and jobs, was identified by 22% as an important amenity. These findings are based on cross-tabulated responses to Question 19 (“Do you have or care for someone with a disability?”) and Question 10 (“What transportation improvements would help you visit more parks, trails, and outdoor recreational areas? (Select all that apply)”).

What are some barriers and areas of improvement identified by age for accessing parks and open spaces?

The survey results reveal distinct transportation-related barriers and improvement priorities across different age groups. Respondents under 18 most frequently identified the need for more direct bus services, with 57% selecting this as the most helpful improvement. Among young adults aged 18–29, 46% highlighted both more direct bus service and faster bus service with shorter travel times, while 30% noted that lower transportation costs would help increase access. Adults aged 30–39 showed similar preferences, with 54% selecting direct and faster bus services, and 28% indicating that safer walking paths would also be beneficial. In the 40–49 age group, 48% prioritized faster bus service, followed by 30% who requested more shade or cooling amenities to make trips more comfortable. Respondents aged 50–59 continued the trend, with 53% selecting more direct bus service and 39% requesting faster service. Older adults aged 60 and above also prioritized both direct and faster bus service (50%), and 27% of this group expressed a need for more accessible information about where to go, how to get there, and what to expect while traveling. Overall, these findings highlight how transportation improvements such as direct bus routes, shorter travel times, and clearer travel information can be tailored to meet the distinct needs of different age groups. These findings are based on cross-tabulated responses comparing Question 10 (“What transportation improvements would help you visit more parks, trails, and outdoor recreational areas? (Select all that apply)”) with Question 15 (“What is your age?”).

TAC MEETING SUMMARY MEMO

TAC ORGANIZATIONS

Boulder City
Bureau of Land Management
Bureau of Reclamation
City of Henderson
City of North Las Vegas
City of Las Vegas
Clark County
Clark County School District
Clark County Wetlands Park
Desert National Wildlife Refuge
Get Outdoors Nevada
Nevada Department of Outdoor Recreation
RTC Transit
RTC MPO
Sierra Club
Southern Nevada Health District
Trail Access Project
The Wilderness Society Southern Nevada Chapter

TAC Meeting 1 – September 16, 2024

- The meeting began with a discussion of the project scope, deliverables, and schedule. It was noted that the Public Works staff and the Southern Nevada Bicycle Coalition would be important contributors for future discussions. The topics presented for feedback were project goals, definitions of parks and transportation, and community engagement survey questions. Preliminary goals of the Transportation Access to Parks Plan are to determine priority communities for future parks and transportation, determine regional priorities for parks/outdoor recreation investments, and increase active transportation choices to parks in the region. The determination of priority communities shall incorporate health and wellness data, with a focus on life-expectancy, spatial and historical analysis of barriers to park access, and demographic data of youth and aging populations. Park classifications will be based on the amenities available in the park and consider size, entry costs, and capacity for special events. This study will only include access to outdoor recreation. The survey will be distributed by RTC. The final plan will contain recommendations for policy and code changes.
- Key Themes:
 - Project goals should encompass themes related to youth and aging population access, inclusivity to disabled people, policy and code changes to increase transportation to park access, health and wellness outcomes, connectivity to residential neighborhoods, and resolve how to target specific park user groups
 - Increasing active transportation and paratransit are key to improving access
 - Quality of the parks and available amenities (both in the park and around it) influence the desirability of the park
 - Road conditions, walkability, and reliable transit services are crucial factors to assess when determining park accessibility
 - Safety factors, such as traffic control techniques and shaded rest stops, outside of park boundaries influence the desirability of accessing parks

TAC Meeting 2 – November 20, 2024

- At this meeting, the group discussed the initial responses from the community engagement survey and reviewed working definitions for transportation, parks, and access terminology. Discussion of the survey responses included plan for expanding distribution of the survey to better engage the youth population and Spanish speaking groups. Ideas for increased youth engagement were to work with the public school district and local youth leadership programs to share the survey and for county officials to attend youth events. Feedback on transportation definitions included clarifying language to be appropriate for a public facing report and updating definitions based on existing standards and published data reports. Park classification feedback focused on the broad nature of the park definitions. It was recommended that public transportation route transfers be considered intentionally within the larger study of parks access.
- Key Themes:
 - Expanding distribution of the survey among targeted groups
 - Clarifying definitions for a public audience
 - Specifying standards and definitions for the local context and established systems

TAC Meeting 3 – December 17, 2024

- During the meeting, updated survey results, definitions, and park classifications were reviewed. Methodology for determining the Impacted Communities and preliminary zone maps were shared for feedback. Additional parkland maps showing federal- and state-owned parks in Southern Nevada and environmental overlays for the Impacted Communities maps were requested.
- Key Themes:
 - Impacted Communities
 - Mapping
 - Terminology updates

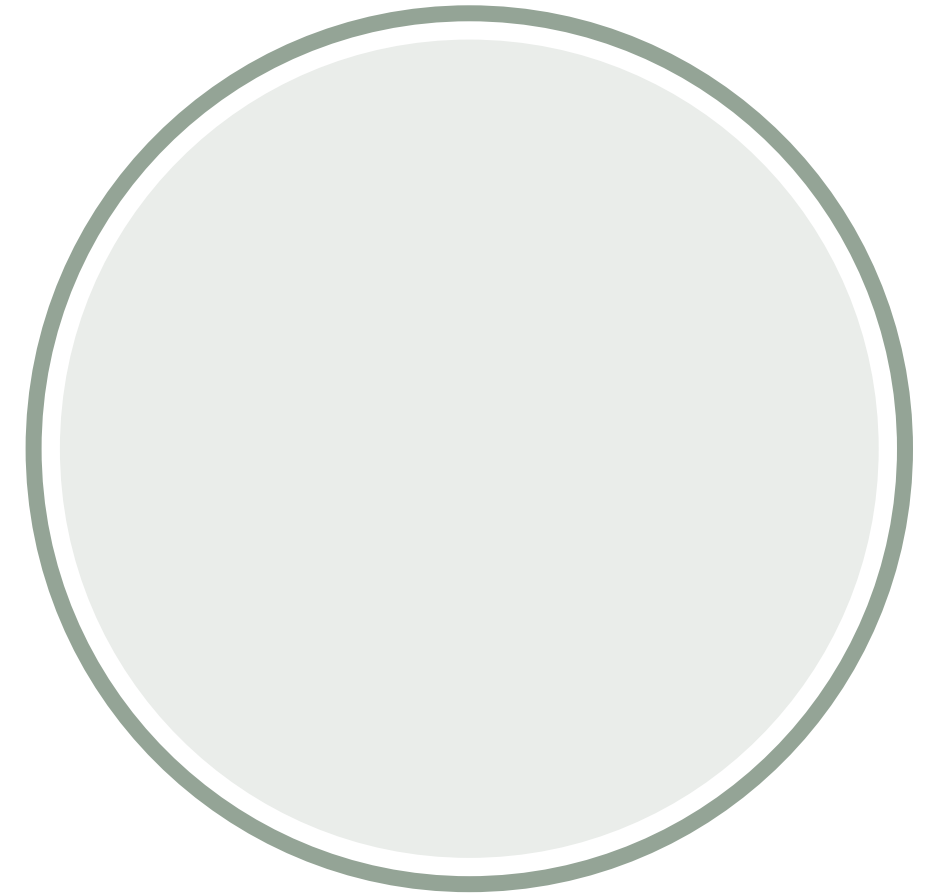
TAC Meeting 4 – April 8, 2025

- The fourth TAC meeting covered project updates and revised definitions, survey findings, and analysis findings. The revision of definitions focused on updating word choices to incorporate RTC terminology. The survey findings were surprising in some areas, such as high usership in the summer and a preference towards walking over biking; however, the survey audience leaned towards transit users, so users of other forms of transportation may be underrepresented. The team discussed potential questions for focus groups based on gaps and confusing trends found emerging from the survey responses. Additional questions were drafted to gather a better understanding of the user's awareness of transit systems and decision-making processes for visiting parks. Updated Impacted Community Maps were presented, and additional research on the role of existing bus services in park access was requested.
- Key Themes:
 - Aligning terminology to match RTC content
 - Understanding park users' patterns and preferences
 - Representing analysis findings

TAC Meeting 5 – May 19, 2025

- In the fifth TAC meeting, Design Workshop presented draft goals, recommendations, and strategies for the final Transportation Access to Parks Plan along with analysis maps demonstrating the need for the plan. 4 major goals were presented, accompanied by relevant strategies to accomplish them. The goals were: integrate parks into everyday life, connect to destination parks, reduce barriers to accessing and enjoying outdoor experiences, and improve the experience of traveling to and spending time in parks. Primary strategies focused on making parks more convenient to access by expanding transit services to residential areas and parks that are near existing transit services but not yet reached. Other strategies to enhance the experience of accessing parks were implementing safety features along sidewalks and bike routes to parks as well as partnering with recreational programs and community groups to promote active transportation. Strategies aimed at enhancing experiences within the parks themselves include providing shaded areas, walking loops, trail maps and signage, and essential services, such as water stations and restrooms.
- Key Themes:
 - Integrate parks into everyday life
 - Connect to destination parks
 - Reduce barriers to accessing and enjoying outdoor experiences
 - Improve the experience of traveling to and spending time in parks

D.



ACTION ITEMS BY TIME FRAME

CHAPTER CONTENTS

- Short-Term Strategies
- Mid-Term Strategies
- Long-Term Strategies

SHORT TERM ACTION ITEMS

Short-Term Action Items include “low-hanging fruit” that could be implemented within the next 18 months.

No.	ACTION ITEMS
1.2	Collaborate with the Southern Nevada Walk Audit Initiative to prioritize walk audits within Park Gaps. Review and update the existing walk audit plan to include park access as a priority criteria, formalizing its importance at the state level.
2.2	Ensure park and trail proximity are included in prioritization criteria when identifying new bus stop locations.
2.6	Support targeted outreach in Impacted Communities to ensure future park projects are culturally relevant.
2.7	Support park programs that encourage recreational use by diverse groups.
3.1	Audit jurisdictional CIPs to identify gaps in improving park access. Work with the administrators of jurisdictional CIPs to develop a park project list to encourage the siting of new parks within Park Gap areas and locations with multi-modal access and prioritize improvements to existing parks and multi-modal connections to parks within High-Needs Neighborhoods.
3.4	Identify metrics for tracking outcomes of the TAP Study and commit to a regular schedule for updating the Study.
3.5	Work with rural Regional Open Space and Trails (ROST) partners to explore transportation-to-parks strategies for rural areas. Through this process, identify partners for increasing transit service through vehicle-sharing or microtransit solutions.
4.2	Audit the projects identified through the Federal Lands Access Connectivity Study to prioritize recommendations that overlap with park access needs identified through the TAP study.
4.3	Explore the feasibility of a pilot program to provide public transportation options and programming that connect High-Needs Neighborhoods to Accessible Outdoor Experience Parks (see Case Study 03 and Concept 02).
5.2	Audit micromobility programs to ensure they support residents without cell phones and residents who require ADA-compliant vehicles.

Short-Term Action Items include “low-hanging fruit” that could be implemented within the next 18 months.

No.	ACTION ITEMS
6.4	Assess the feasibility and consider alternative service hours along RTC routes identified in Key Finding 02 to ensure transit service is sufficient during times of high park demand: mornings, evenings, weekends, and holidays.
6.8	Work with the administrators of jurisdictional CIPs to develop a park project list that prioritizes park projects within RTC’s existing service routes.
6.9	Continue outreach to transit riders to learn how community members prioritize park access compared to other priority destinations.
7.6	Ensure that park access is a criteria for identifying cooling center locations, so neighborhoods with fewer outdoor shaded spaces are prioritized for indoor cooling interventions.
7.8	Work through ROST to develop strategies for jurisdictions updating their Master Plans that connect park access with state requirements related to heat mitigation.
8.3	Prioritize pedestrian safety improvements at intersections and corridors within RTC’s high injury network.
8.9	Add shareable umbrella stations at transit shelters without shade and intersections along routes to parks that serve safety, cooling, and public service functions (see Concept 04).
9.4	Conduct additional outreach with mobility advocates and paratransit users to identify additional barriers to accessing parks and outdoor recreation.
9.6	Collaborate with other transit providers in the region to support integrated trip planning services (see Concept 03).
10.1	Audit prohibited items on transit to make sure items that support outdoor recreation are allowed.

SHORT-TERM ACTION ITEMS

Short-Term Action Items include “low-hanging fruit” that could be implemented within the next 18 months.

No.	ACTION ITEMS
10.3	Expand and advertise the Ride-On CCSD program to offer free or reduced transit for students enrolled in school to access outdoor experiences.
11.1	Offer system maps on RTC buses highlighting parks and walk and bike paths that are reachable by public transportation.
11.4	Building upon the Neon to Nature and Places to Play tools, identify resources for maintaining centralized information about park amenities, including details about accessibility and heat resilience (see Concept 03).
11.5	Explore options for a public service campaign on RTC buses related to the health benefits of park access, paired with information about the parks that are reachable on transit. This could feature advertisements for ongoing initiatives, including the Move Your Way campaign by Southern Nevada Health District and the Walk with a Doc program sponsored by UNLV Health.

MID-TERM ACTION ITEMS

Mid-Term Action Items are not immediate priorities, but they could be achieved in the next five years.

No.	ACTION ITEMS
1.5	Offer technical assistance for rural communities to create sidewalk data. Include data related to the availability and quality of sidewalks.
2.4	Identify sources of discomfort for individuals who are not interested in walking and biking and promote walk and bike clubs to increase comfort levels.
3.3	Update the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) to align with the priorities of the TAP study.
4.1	Work with the ROST collaborative to develop a project list for transportation projects that improve connections between Impacted Communities and the priority destinations identified in Figure 44.
5.1	Support pilot programs to help people use ride-sharing services to reduce gaps in park access.
5.3	Work with the Transit to Trails legislative group to provide technical and financial support for guided trips to Outdoor Experience Parks, led by outdoor recreation organizations and targeted towards groups who do not typically benefit from access to the outdoors (see Concept 02).
5.4	Explore the feasibility of expanding the Community Mobility Project (see Project Spotlight 01) to offer grant funding to outdoor recreation nonprofits that connect eligible residents to the outdoors.
6.1	Review the best practices and guidelines that RTC Transit uses when making transit service decisions to ensure that access to parks and outdoor recreation is prioritized in areas that serve High-Needs Neighborhoods.
6.2	Assess the feasibility of extending RTC’s existing transit services or partnering with outside agencies to expand access to Outdoor Experience Parks in the northwest, such as Floyd Lamb Park and Ice Age Fossils State Park.
6.3	Assess the feasibility of extending transit service east on RTC Route 201 to add direct access to Clark County Wetlands Park.

MID-TERM ACTION ITEMS

Mid-Term Action Items are not immediate priorities, but they could be achieved in the next five years.

No.	ACTION ITEMS
6.5	Assess the feasibility of adding or relocating transit stops along existing RTC routes to serve Destination Parks and Outdoor Experience Parks that are less than one mile but greater than 0.5 miles from existing transit stops.
6.6	Work with the Transit to Trails Task Group, recently established by SB 405 in the 2025 Nevada State Legislature, to identify new funding sources that can support the expansion of public transit to parks.
6.7	Facilitate and strengthen partnerships with rural communities, transit providers, and community organizations to increase internal connections to parks in addition to the existing Silver Rider service within rural communities.
7.3	Continue to explore design options for bus stops to ensure they include shade, drinking fountains/hydration stations, materials to withstand high temperatures, and information about what to do in a climate-related emergency, and update standards regularly to reflect best practices and technology advancements. This could be completed in partnership with local universities (see Case Study 04).
7.4	Engage the Bus Shelter and Bench Advisory Committee to develop strategies for bus stops that do not have the necessary right-of-way to offer more heat protection.
7.7	Conduct a regional inventory of cooling infrastructure, like shade structures and hydration stations, within parks and trails.
8.1	Create an inventory of existing youth programs such as Safe Routes to Schools programs and other youth learn-to-ride bike programs and clubs. Reduce barriers for participation in these programs and expand programming to fill gaps.
8.2	Develop a project list for shared-use paths and bike paths where appropriate safety mechanisms should be added at crossings.
8.4	Add bike amenities at parks that are connected to trails or high-comfort bike routes.
8.7	Ensure people have an easy way to report unsafe or inaccessible sidewalks, bike lanes and bus stops.

Mid-Term Action Items are not immediate priorities, but they could be achieved in the next five years.

No.	ACTION ITEMS
8.8	Include a focused study of bike access to parks, including a detailed bike lane gap analysis near parks, as part of the upcoming update to the Bike and Pedestrian Plan.
9.2	Develop best practice guidelines for increasing equity in communication methods and increase digital and non-digital methods to share information about route changes or disruptions.
9.5	Provide detailed, up-to-date information for trip planning through digital methods, including information around accessibility and heat mitigation features. This could include information about the availability of ramps, cutouts, water fountains, seating, and more.
9.7	Partner with culturally trusted organizations, such as Latino Outdoors and Blacks in Nature, to coordinate information sharing and contribute to the development of the Regional Trip Planner (see Concept 03).
9.8	Translate all materials into Spanish, including the Neon to Nature map and information from the Regional Trip Planner (see Concept 03).
9.9	Partner with social service providers, including the County CARE Homeless Outreach Team, to identify opportunities for connecting unhoused individuals to parks, cooling centers, and other social service needs.
10.2	Add signage at transit access points including a map of the park and any other relevant information about how to navigate and use the park.
11.6	Work with health partners to promote collaboration and resource-sharing by establishing a Park Prescription (ParkRx) program.
11.7	Partner with social service providers to ensure information about parks that provide shade, cooling features, and extended access hours is readily available for at-risk communities during periods of intense heat.

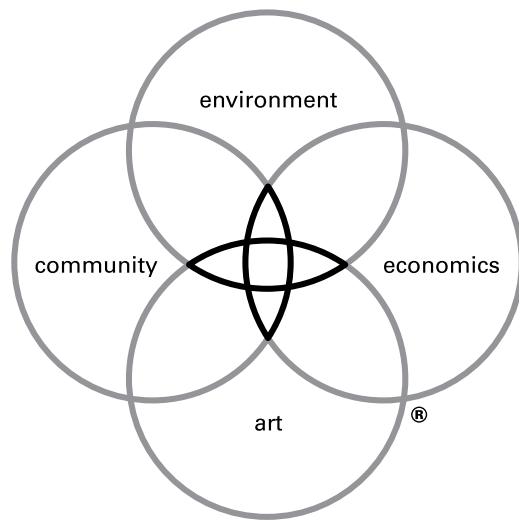
LONG-TERM ACTION ITEMS

Long-Term Action Items will require more conceptual development, partnership building and buy-in, and may take up to ten years to implement.

No.	ACTION ITEMS
1.1	Audit municipal development codes to identify opportunities to increase walkability and provide technical assistance for updating codes or securing resources to address gaps (see Case Study 01).
1.3	Work through the Regional Open Space and Trails (ROST) collaborative to develop design guidelines for refuge spaces that provide resting areas and shade along sidewalks and trails.
1.4	Audit jurisdictional CIPs to identify gaps in improving the sidewalk network. Work with the administrators of jurisdictional CIPs to develop a project list for improved sidewalks and street crossings, using the gaps highlighted in Figure 43 as a starting point.
2.1	Introduce a regional signage and wayfinding system to increase residents' comfort levels in navigating to and using parks, including strategies to make first-mile/last-mile connections more navigable.
2.3	Dedicate grant funding towards small pedestrian walk loops in parks to make walking more approachable.
2.5	Convert underutilized public rights-of-way to linear parks (see Case Study 02). Prioritize this strategy in dense urban areas.
2.8	Develop roadway and urban trail design standards that integrate green infrastructure, drought-tolerant planting and adapted tree species to create multimodal urban trails that are more desirable to use and provide additional recreation and green space benefits (see Key Finding 01).
3.2	Integrate TAP study priorities as RTC explores the potential for Mobility Hubs where a variety of transportation and mobility options are co-located. Hubs located near parks can include shade and places to rest, bike parking and bike share locations, maps, and bus connections (See Concept 01).
3.6	Audit the Nevada Department of Transportation (NDOT) Statewide Transportation Improvement Program (STIP) to identify projects that expand transit services for rural communities. Advocate for park access to be a funding priority.
3.7	Support efforts to establish shared-use agreements with other park and open space providers, including schools.

Long-Term Action Items will require more conceptual development, partnership building and buy-in, and may take up to ten years to implement.

No.	ACTION ITEMS
7.1	Create design guidelines for parklet-style refuge spaces for resting, shade, and waiting for the bus that integrate natural elements (see Concept 01).
7.2	Increase the number of hydration stations at transit stops, with a focus on transit stops that connect to parks or trails.
7.5	Support the efforts of the tree canopy working group and align efforts to prioritize tree canopy improvements along transportation routes to parks (see Project Spotlight 02).
8.5	Align the RTP, TIP, and jurisdictional CIPs with regional Vision Zero initiatives (see Project Spotlight 03).
8.6	Seek opportunities to integrate Complete Streets principles as part of infrastructure projects, including technical assistance to identify funding sources and appropriate small-scale strategies for local projects and identify funding sources.
8.10	Increase shade structures and tree canopy coverage along pedestrian and bicycle infrastructure adjacent to parks.
9.1	Add real-time arrival information to all bus stops.
9.3	Add charging stations and wi-fi to select bus stops.
10.4	Develop standards for new buses to maximize secure storage for other forms of transport, such as appropriately sized bike racks.
11.2	Audit existing online tools like Nevada Trail Finder and Neon to Nature to identify what additional features might be useful for trip planning. Develop a consolidated tool that clarifies how to use outdoor spaces, the elevation profile and difficulty rankings of hiking trails (see Concept 03).
11.3	Add signage at transportation connections to outdoor experience parks, including information about norms and accepted uses, to make people feel more comfortable accessing public lands.



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