

Question	Response
Q: Is there a plan we can review to address parking and traffic in the area? Specifically on Paseo verde, and the potential for. traffic backing up onto the 215.	A: This question will be answered in this presentation. The presentation showed there are opportunities for additional parking, and adaptive signal timing will improve traffic in the area.
Q: Do you have pictures of what Green Valley Parkway will look like when you get though? The Traffic?	A: This question will be answered in this presentation. The presentation included discussion on adaptive signal timing, which will improve traffic in the area.
Q: WHERE IS THE SHUTTLE PICK UP LOCATIONS?	A: No specific location has been designated yet but we are working with RTC for different transit options.
Q: Why not fix those traffic signals now?	A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.
Q: What are your "solutions" for handling the backup on the I-215 exit ramps?	A: We are working with NDOT and Clark County Public Works on I-215 improvements as the beltway is not a City Roadway.
Q: Ken used models showing 3.2 persons per vehicle - this seems high to me. Can you address how you came up with that figure - what if it is higher?	A: This question has been answered verbally. Mr. Ackeret used data collected at a UNLV basketball game as reference.
Q: If most traffic is coming from the North then that means not Henderson residents but we have to pay for it?	A: The site is situated in the middle of the City of Henderson, with the City to the North, South, East and West.
Q: Its a bottleneck without any event, to much traffic, is this really paid an expert responding the common sense vs traffic	A: Mr. Ackeret is a registered Professional Engineer in the State of Nevada and has over 30 years of experience.
Q: How do you get the intersections to move smoothly? If you were able to do that, why not do it now? GV Pkwy and I-215 is horrible! So is GV Pkwy & Paseo Verde.	A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.
Q: I'm a resident of GVR and I have concerns about the amount of traffic that the new event center will bring. Where will parking be and do they plan on a multiple level parking structure? As a resident of Henderson am I going to be paying for this?	A: This question has been answered verbally. The presentation showed there are opportunities for additional parking.
Q: Why let that traffic continue North on GVP during the time b4 events...?	A: The City can take that suggestion into consideration.
Q: If you propose 2 left hand turn lanes at signal 8, will that be from the Eastbound direction? If so, will you remodel the medians?	A: Hopefully the question was answered. The final plans for physical improvements will address whether any changes need to be made, such as median placement.
Q: Would traffic light changes be permanent or only during events?	A: The adaptive signal technology would be available to be applied at any time.
Q: The City mentioned that they looked at traffic on one night, Feb. 14 and that's it, for a valid sample? Doesn't it take more than one one night to have a real sample?	A: Peak traffic volumes from RTC FAST data as well as NDOT traffic data were also utilized.
Q: I think during events - exiting from the District could be shut down onto GV Pky. That light is always problematic... exit east district traffic out Paseo Verde, to exit out to Valley verde?	A: This is a solution that is being considered as part of a comprehensive solution.
Q: Why hasn't the city done any of this traffic mitigation since this area is a constant traffic nightmare. I leave the PV library at 3-3:30 on Wednesdays and Fridays and it's extremely difficult to get onto GV pkyw	A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.
Q: Can you give details as to how you will be relocating the Amargosa Trail? I don't see any room for that.	A: The trail crossing may be moved to the north or south, depending on final design.
Q: Have you considered electronic signs on Green Valley Pkwy instead of the Blue Lot, Red Lot and Uber/Lyft permanent signs? By doing the electronic signs they can change to normal signage when there is not an event and adapt better to the community environ.	A: Thank you for your question. Your question was deferred but will remain in the queue. A panelist will answer your question at a later time.
Q: This area has historically been a traffic challenge. I'm sure it was under studies when it was developed. Why should we be confident this study solutions will work?	A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.
Q: moving the trail crossing to Benji would require a back track movement to get to the north. which is were the trail continues i believe. Can the crossing be moved to the north to the signal there?	A: JP, thank you for your question. We will certainly consider. Tom
Q: Per the data shown, 44% of the traffic will be getting off the eastbound 215 exit, but they will need to get across three lanes to get in the left turn lanes, when it is usually backed up past that point. how are they going to fix that?	A: Signal timing should allow for the reduction of that queue. The eastbound offramp is signal-controlled, and traffic cannot travel onto Green Valley Pkwy until a green light is given. At that time, traffic should be able to cross the 3 lanes.
Q: What is the traffic level of service at game time?	A: Green Valley Pkwy & Paseo Verde Pkwy will be LOS E, before considering adaptive signal timing. That will improve the intersection.
Q: ...and as such you would also know how bad the traffic is now.	A: Green Valley Pkwy & Paseo Verde Pkwy is LOS C.
Q: How would you manage pedestrian traffic? I can see people parking at GVR and walking over. Install pedestrian bridge? Once people start signaling the lights they will get priority and jam car traffic, I think.	A: Thank you. Your question will be answered verbally. Further analysis will address whether pedestrian improvements need to be made. However, adaptive signal timing will improve traffic flow even with pedestrian calls to the intersection.
Q: What are you adapting to?	A: Additional traffic from events. This technology can also adapt to traffic outside event times.
Q: How about the intersection of Palamino Village & Paseo Verde where a lot of those exiting parking from rear will come out going E/B on Paseo Verde and want to make U-Turn to return going W/B on Paseo Verde!	A: There are currently no signs prohibiting this movement. There is enough space for a vehicle to make that movement. If it is determined to be disallowed in the future, signs would be placed and enforced by PD.
Q: Why wait for the arena for adaptive traffic lights? Put these in now.	A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.
Q: Does the city of henderson currently have any adaptive traffic signal areas?	A: This is a relatively new technology that has not yet been utilized in Henderson.
Q: You could have put in those adaptive signals already, but did not. And I do not believe removing green space and landscaping to put in a large building and a parking lot improve air quality.	A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.
Q: Will adaptive signals be included in the project budget or installed separately under a separate budget?	A: The City will look for opportunities to make the adaptive signal timing part of a regional project.
Q: How does the traffic flow system take into account pedestrians crossing the streets?	A: the cameras can see peds and push buttons at intersections
Q: It's troubling to hear Ian say the Air Quality will be improved when the entire area will be paved over.	A: This is based on the reduction in vehicle idling at intersections.
Q: Will you show the traffic study with a evening event at Twitchell/Vanderburg school and two little league games at the fields 400 yards away at the same time as a hockey game?	A: The City can take that suggestion into consideration.
Q: Does event traffic model account for pedestrian traffic from GVR to/from event center	A: This question will be answered verbally. adaptive signal timing will improve traffic flow even with pedestrian calls to the intersection.
Q: Do you see the neighbors streets full of congestion and parking during the events?	A: This is not anticipated with the addition of this project.
Q: I haven't heard anything about a pedestrian overpass on Green Valley/Paseo Verde. Is that still in the plan?	A: The City is evaluating all options including a pedestrian overpass.

Q: If you have to consider Adaptive Signal, you are admitting that the increased traffic is a problem and will increase traffic significantly. Residents are not concerned with traffic flow, but traffic volume. Exactly why this the wrong location.

Q: That direct turn lane "access into the site". Where do they enter off of Paseo Verde?

Q: Will you be putting in a right turn lane on Green Valley heading north. It is the only direction in that intersection that does not have one and it does back up.

Q: How will the traffic during an event impact those of us who use or work at the library and the HMGC.

Q: Your traffic experts did not address any of the cons to the many traffic changes. experienced in other cities. what are they?

Q: How are you planning to protect the neighborhoods surrounding the facility from all the foot traffic using the open paths through the neighborhood?

Q: I was unable to get audio. Moving the trail crossing further up the street won't be helpful. Keep in mind that the trail is used all of the time, not just during the 1% event time. I'll just be running across the street to get to the library instead of wall

Q: Clearly you have not seen Paseo Verde during a large event. Many people avoid Green Valley Pkwy and exit on Pecos and Valle Verde. Why was this not addressed.

Q: Walking hundreds of yards out of my way.

Q: How many homes/residential developments have entrance streets off of GV Parkway and Paseo Verde, within one mile of the proposed site? These people will be competing to get to or leave their homes on these same streets. Traffic backs up 215 to Horizon!

Q: Large church congregations and Sam Boyd Events usually contract police services to effectively empty out parking after a large event. Would the hockey org and events consider that to be a possible solution to some of the traffic increase during entry/exit?

Q: If you have historic NDOT traffic data then you must know that this going to make traffic worse. Much worse.

Q: Do we know anticipated LOS for traffic at game time?

Q: Will this work cause any road closures?

Q: Is a traffic light being considered for the Bella Vista Condos on Green Valley Pkwy?

Q: How would you plan to re-locate the armagosa trail to match up with Benji? There are existing home ??

Q: How do you propose to manage traffic during construction? The traffic for the 2 elementary schools is already horrible, and combined with construction, this will be a mess . . .

Q: Have you tried driving and parking at T-mobile?

Q: I asked about handling of traffic backup on the I-215 exit ramps? How are you going to handle this?

Q: Will you pay for extra police during events like T-Mobile does?

Q: I can tell you now that during the development of GVR over the last 25 years traffic will also approach from Valle Verde and travel West to the event center. Has anyone taken that into consideration?

Q: When adaptive signals became an available technology, why has he city not implemented this for the citizens of Henderson?

Q: what about the northbound traffic backup that occurs on a daily basis to access the 215. its already been a problem that causes backup and blocking of the green valley pkwy and paseo verde pkwy intersection

Q: Residents are concerned about having their ingress and egress from their homes in the area impacted

Q: Ian, anyone who travels on green valley parkway knows what you're saying is so true. The wait time at the lights are ridiculous. This'll will this work and improve traffic at all hours of the day or only when they are events???

Q: Can you please re-address traffic flow and where proposed new traffic control lights would be installed?

Q: Will a traffic light be installed on Green Valley Parkway at the entrance of the Henderson Pavilion?

Q: Are you taking any measures to make it easier for people to walk safely to the venue?

Q: How far out would adaptive signals be installed?

Q: How do adaptive signals correlate to motorists savings?

Q: Pedestrian overhead walkways will have to have elevator towers for ADA access. Correct?

Q: Everyone who lives nearby knows all to well how bad it is today to drive from the 215 to go to Paseo Verde or continue south on GV Parkway. People will get off the 215 at Valle Verde and turn onto Paseo Verde impacting the entire neighborhood. Very disapp

Q: pls also address which way people will leave the parking area after events- Paseo verde or the loop around multigen back to GVP.

A: Adaptive signal timing is a relatively new technology. Mr. Machen discussed this technology during the presentation.

A: Desert Shadow Trail on the south side of Paseo Verde is the entrance into the site. That location would stay with this construction.

A: This will be responded to verbally. Further study will evaluate whether this movement is required, and whether the additional pavement can be built.

A: This will be responded to verbally. The final layout of the events center will consider existing demand at the library and Generational Center.

A: Mr. Machen discussed this technology during the presentation. Cons are assumed to be very few.

A: These are public facilities meant for pedestrian use. If specific issues arise that need to be dealt with, they can, on a case by case basis.

A: The City can take that suggestion into consideration. The location of any possible relocation of the crossing will be analyzed.

A: The presentation shows a percentage of traffic arriving from the east.

A: Thank you for your question. The information that you requested cannot be provided by any of the panelists.

A: Adaptive signal timing should help with congestion on Green Valley Pkwy.

A: thank you. this will be responded to verbally. If necessary, the events center will consider something similar.

A: The presentation showed the additional traffic being handled by adaptive signal timing, and will occur mostly outside or adjacent to peak hours.

A: Green Valley Pkwy & Paseo Verde Pkwy will be LOS E, before considering adaptive signal timing. That will improve the intersection.

A: Any construction on roadways may require lane closures. If the construction occurs on-site, closures on public streets will be minimal.

A: A signal may be considered for a connection on the events center property. However, this may not align with the driveway for Bella Vista Condos.

A: If this is decided, it would be the trail crossing that would be moved to Benji. Then, trail traffic would go back to the north to connect to the existing trail network.

A: With adaptive signal timing being the major improvement on the network, this will not require any closures. If there are improvements on public roadways, closures would need to occur outside school hours. This is a typical requirement within City of Henderson.

A: Yes. It can be slow, but is managed properly.

A: With adaptive signal timing, the off ramps can be given more green light time to minimize backups.

A: Yes additional police may be utilized in facilitating the traffic control.

A: This will be responded to verbally. This could happen, but with adaptive signal timing, the signals are anticipated to work efficiently. Assuming that is the case, it would take longer to use Valle Verde & 215.

A: This is emerging technology and is planned for testing in the las vegas valley

A: This should be alleviated by the proposed adaptive signal timing.

A: The City will work to minimize any impact to home ingress and egress.

A: This question will be responded to verbally. Adaptive signal technology can work at all hours of the day.

A: Additional traffic will be alleviated by the proposed adaptive signal timing. New signals are proposed at Paseo Verde & Desert Shadow, and at Paseo Verde & Village Park.

A: Possibly, depending on the final design of the site.

A: Yes, pedestrian movements are being addressed, possible solutions include pedestrian bridges as well as protected phases at traffic signals

A: At least at Green Valley Pkwy at: 215, Village Walk and Paseo Verde. Additional locations would be determined with further analysis.

A: Time saved by not having to queue at a signal.

A: ADA would be considered for any design.

A: This could happen, but with adaptive signal timing, the signals are anticipated to work efficiently. Assuming that is the case, it would take longer to use Valle Verde & 215.

A: both of these routes are being evaluated to be utilized to disperse traffic so as not to overload only one way to exit.