



University of Florida Evaluation (Preliminary) Saturday, October 10, 2020

For Aggie Football fans of a certain age, a middle weekend in October means two things – a win over Baylor and rain. By the bucketful. 2020 continued its march against normalcy with a Chamber of Commerce beautiful day and an orange, white and blue clad opponent. But also, a win! As with most 11 a.m. games, the Florida weekend was quiet early. Parking volumes appeared to be like the first 2020 game and with the same pattern – the lots were about empty at 2 hours pregame and parking volumes and bus ridership began increasing around 10 a.m. The reported 50,000 students behind the University of Florida team bench must have mostly walked to campus, because parking and bus ridership numbers were similar to the Vanderbilt game. But most of those stats are compiled as individuals, rather than decibel levels. (Crowd Source: Coach Mullen, at 3:40 https://www.youtube.com/watch?v=o_8tHgcNX-o)

The relocated Corps review stand on the south side of the MSC appeared to work very well, with the Aggie band playing nearby. From a transportation perspective, this spot meant fewer spectators near the Stallings Boulevard Garage, allowing cars and buses to move more freely, and no conflict from the team buses which are entering Kyle Field from the George Bush Drive/Houston Street intersection. Most of the 4,600 transit riders were delivered to campus near the north end of Kyle Field.

The new Wellborn Contraflow Lite plan (2 southbound Wellborn Road lanes and one left turning George Bush Drive lane into three southbound Wellborn lanes for about ½ mile) functioned smoothly. The combination of this design and the College Station Police and Public Works efforts to move large groups of cars and pedestrians efficiently shows this approach might work for crowds up to a 50% capacity Kyle Field. The few parkers on the Bush Library side of campus solidified the wisdom of not deploying the Discovery Drive contraflow and few traffic controls west of Reed Arena. The guests exiting driveways around Reed Arena were also allowed more directional choices.

With almost all fans staying until the game end, the postgame traffic plan had a good test. Campus traffic was cleared between 3:00 and 3:15 p.m., and traffic on most city streets was flowing well by the time the visiting team bus escort went to the airport shortly after 3:30 p.m., a little later than previous seasons.

Note: Information will be added to this initial report as it is received.

- Game attendance: 24,709
- Weather: 72^o, **Sunny**
- Wind: Calm
- Kickoff: 11:02 a.m. Game End: 2:24 p.m.
- 3rd quarter score: #21 Texas A&M: 24
#4 Florida: 28

Parking

The 11 a.m. game against a top 5 opponent brought a few more fans and a few less cars to campus, but the patterns were similar. Most vehicles were parked in the areas around Kyle Field with very light volumes on the Research Park side of west campus and in the area north of Stotzer Parkway. The Main campus parking area is principally comprised of garages with 12th Man Foundation parkers – those making up the majority of the non-student crowds.

2020 Gameday Parking

2020 Game Totals	2019 Average	Sep 26 Vandy	Oct 10 Florida	Oct 31 Arkansas	Nov 21 UMiss	Nov 28 LSU	2020 Average	Percent of 2019
Main	4,740	2,840	2,570				2,700	57%
East Main	1,710	-	-				-	0%
Reed/Agriculture	9,230	4,050	3,930				3,990	43%
Research Park	2,530	330	360				350	14%
Vet/Agronomy	1,940	260	350				310	16%
Total	20,150	7,480	7,210	-	-	-	7,350	36%

Note: Parking lots east of Bizzell Street (East Main) are not available for 2020 gameday parking.

Shuttle Bus

Aggie students liked the idea of allowing someone else to drive them to campus for the early morning kickoff with the four apartment routes showing the largest increase from the Vanderbilt game. While still much below 2019, a ridership increase was also seen on the Agronomy, Bush Library and Reed/Olsen routes. The shuttle ridership from RV Lot 58 was down slightly despite the same number of RVs being parked for both games. The Downtown Bryan route was lower than for Vanderbilt, but in previous seasons this route has typically had lower ridership for 11 a.m. games.

2020 Gameday Bus Ridership

Route Ridership	2019 Average	Vanderbilt	Florida	FL % of 2019
Get to Grid	4,780	-	-	
D'twn Bryan	1,600	340	250	16%
Apartments	3,830	760	1,030	27%
Off Campus	10,210	1,100	1,280	13%
Agronomy	2,670	500	680	25%
Bonfire	1,640	-	-	
Bush Library	6,410	1,120	1,370	21%
Lot 58	820	160	110	13%
Para/Worker	1,910	1,060	970	51%
Reed/Olsen	790	170	240	30%
Stotzer	1,150	-	-	
WHR	1,190	-	-	
On Campus	16,580	3,010	3,370	20%
TOTAL	26,790	4,110	4,650	17%

Note: 4 2019 bus routes are not operating in 2020.

Traffic Congestion

As with other 11 a.m. games, Aggie fans arrived very near kickoff, causing the congestion peak (such as it was) to occur around 10:30 a.m. and at a level below the Vanderbilt game. The post-kickoff congestion levels were small, but larger than Vanderbilt and South Carolina.

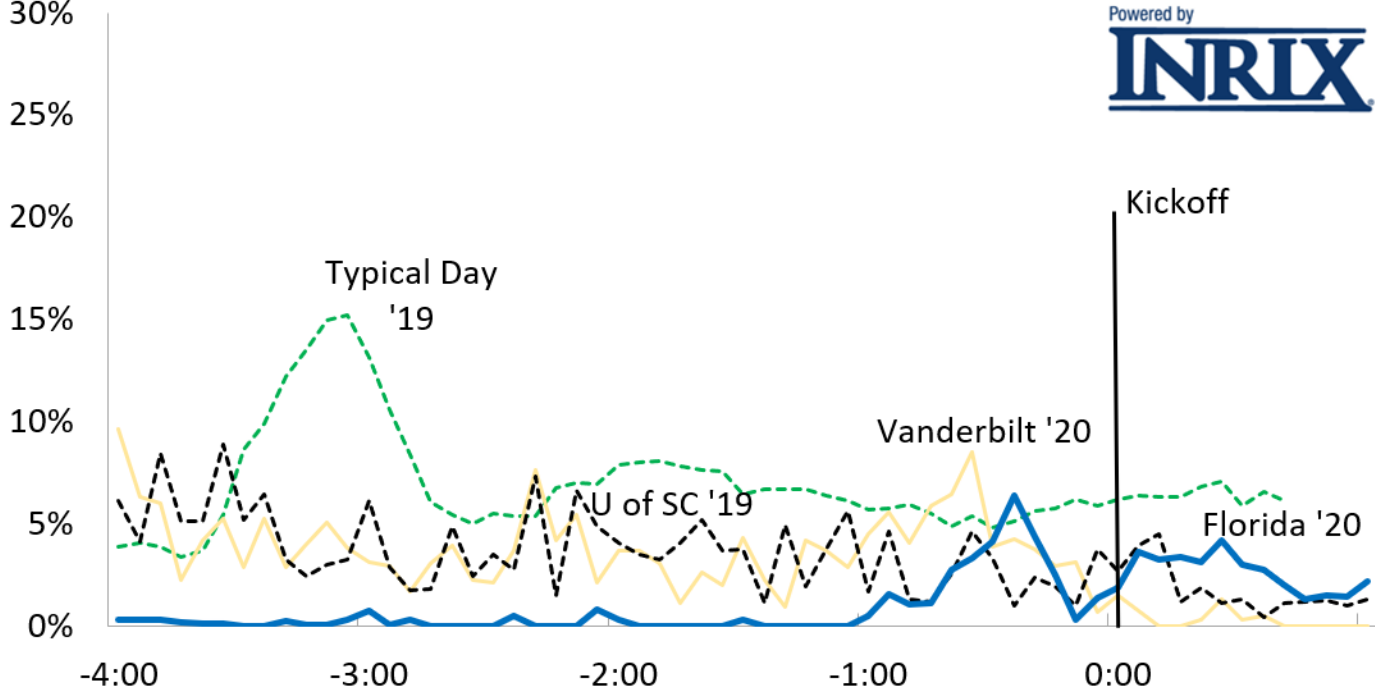
The close morning kickoff game against a top 5 opponent meant more people stayed until the end of the game than for Vanderbilt. The congested roads percent was lower than the South Carolina game – the least congested 2019 SEC game. Most of the Florida game congestion was centered on the Bush-Wellborn intersection. Even FM 2818 was not very congested for the Florida game. Other streets with a mix of gameday and community traffic on Saturday afternoon like University Drive and Texas Avenue were likewise not very congested. The plan's goal of achieving a peak that accommodates many people leaving after the game and then a rapid decline is being achieved – and 2020 congestion with a 25% capacity Kyle Field is much less than a typical weekday evening peak in 2019.

The new postgame Wellborn Road configuration allowed College Station police officers to have two Wellborn lanes merge with one left-turning lane from George Bush Drive without having to alternate between the two traffic streams. More time was given to both directions, and pedestrians were handled as traffic flows allowed. With more volume flowing south, the Holleman intersection had more demand; on a few occasions, the back-up reached a point close to George Bush Drive. When this occurred, the officers stopped one of the two vehicle streams, allowed pedestrians and buses to move across and the Holleman back-up to clear.

With almost all fans staying until game end, congestion levels declined less sharply than for Vanderbilt, but traffic controls were removed well before the 2-hour goal. And as with other 11 a.m. games, the traffic flow patterns showed many people moving against the gameday exit flow - from homes to dining, entertainment options and other destinations. Some of the congestion relates to these non-peak trips.

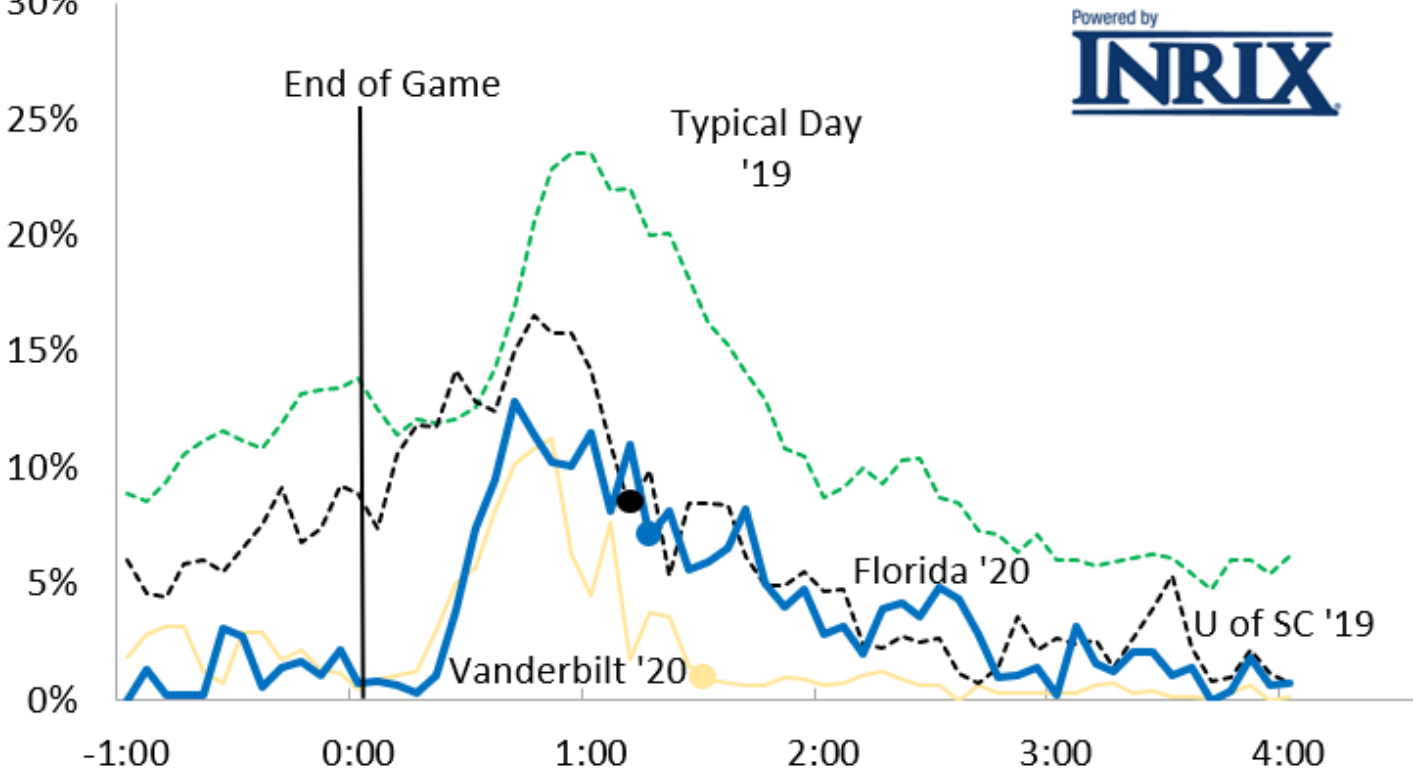
% of Congested Major Road
30%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
30%

Aggieland Postgame Congestion Analysis



Dots indicate when City of College Station begins removing traffic control. Goal is two hours postgame.