



University of Arkansas Evaluation (Preliminary) Saturday, October 31, 2020

A brilliant football weather day was again not experienced by enough Aggie fans, but a home game for the #8 Aggies against the Arkansas Razorbacks seemed to be appreciated by those who came to campus. Without the usual tailgating scene and greatly reduced Pepsi Fan Zone, campus was relatively quiet until around 4 p.m. Parking lots opened, the pedestrian safety closures began at 2:30 p.m., and buses started their routes at 3:30 p.m. Halloween costumes were abundant and clever.

The lighter campus staffing levels appeared reasonable with no significant congestion experienced before or after the game. The Corps March around the MSC attracted fans to the Joe Routt/Houston St intersection (location of the reviewing stand), allowing the Stallings Boulevard Garage to load smoothly and buses to operate without delays. Team bus entries are still running ahead of schedule due to lighter road traffic levels, but the escort officers are not complaining.

Pregame congestion topped out at 10 percent, like the first two games, with the same pattern as the 6:30 p.m. Vanderbilt game. A small crash occurred on eastbound George Bush Drive near the Bizzell intersection around 4 p.m. but it created no significant problems. Bus ridership was higher than the first two games with 5,100 rides carried for the day, about 1,000 more than the Vanderbilt game.

Postgame traffic was affected by another crash (trick more than a treat) at Bush-Wellborn that reduced southbound Wellborn to one lane of capacity for about 20 minutes. Fortunately, the City of College Station Police were able to keep a lane of both George Bush Drive and Wellborn Road open and the officers and Public Works staff combined to clear the vehicles and restore the traffic control as the game ended. Campus parking lots and streets were cleared by 10:35 p.m. with the 2020 traffic plan performing well. The City's revised signal timing plan also worked with small queues at a few intersections, and very few changes as the postgame period proceeded. Two trains in the half hour before the game ended and another 85 minutes after the end would have been more challenging during regular traffic loads. City traffic control removal on Wellborn began around 10:45 p.m. and the remainder were taken away after the Arkansas team buses were escorted to the Airport.

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

- Game attendance: 27,114
- Weather: 70°, **BEAUTIFUL**
- Wind: S/SE 6 mph
- Kickoff: 6:39 PM- Game End: 10:01 PM
- 3rd quarter score: #8 Texas A&M: 42
University of Arkansas: 14

Parking

A nighttime Halloween game against Arkansas brought the highest number of fans and vehicles to campus for football thus far in 2020. The vast majority of those vehicles were parked in the areas right around Kyle Field. The Main Campus and Reed/Agriculture area parking lots – with mostly 12th Man Foundation permit holders – remain at about half their 2019 average. For this game, a few more fans found their way to the Research Park area and the parking lots north of Stotzer Parkway, but the vehicles parked in these areas are still a small fraction of those seen in 2019.

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	2,870			2,760	58%
East Main	1,710	-	-	-			-	-
Reed/Agriculture	9,230	4,050	3,930	4,010			4,000	43%
Research Park	2,530	330	360	420			370	15%
Vet/Agronomy	1,940	260	350	430			350	18%
Total	20,150	7,480	7,210	7,730	-	-	7,480	37%

Shuttle

Shuttle ridership also increased, both off and on campus with the percentage increase in off-campus shuttle passengers growing just slightly more than the on-campus growth. The Downtown Bryan route and the four off campus apartment gameday shuttle routes were at their highest level of the season. Students continue to be heavy users of the shuttle system along with fans riding the Bush Library and the paratransit and worker shuttles. The latter is not a surprise as there is still a significant number of people needed to provide the Kyle Field gameday experience. The slight decrease in fans riding the Reed/Olsen and Agronomy shuttles could be attributed to the beautiful weather and fans opting to walk to Kyle Field.

2020 Bus Ridership

Route Ridership	2019	V'bilt	Florida	Arkansas	AR % of '19
Get to Grid	4,780	-	-	-	-
D'twn Bryan	1,600	340	250	350	22%
Apartments	3,830	760	1,030	1,160	30%
Off Campus	10,210	1,100	1,280	1,510	15%
Agronomy	2,670	500	680	560	21%
Bonfire	1,640	-	-	-	-
Bush Library	6,410	1,120	1,370	1,490	23%
Lot 58	820	160	110	220	27%
Para/Worker	1,910	1,060	970	1,170	61%
Reed/Olsen	790	170	240	150	19%
Stotzer	1,150	-	-	-	-
WHR	1,190	-	-	-	-
On Campus	16,580	3,010	3,370	3,590	22%
TOTAL	26,790	4,110	4,650	5,100	19%

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

Traffic Congestion

Traffic congestion leading up to this game was very similar to the Vanderbilt game, topping out with 10 percent congested roadways during the pregame time period. There were however, two peaks, one at two hours pregame and one around 30 minutes prior to kickoff. Congestion at kickoff was the highest it has been all season, higher than the 2019 University of South Carolina game. This small amount of traffic could be people not going to the game but making a last minute run for Halloween treats to hand out.

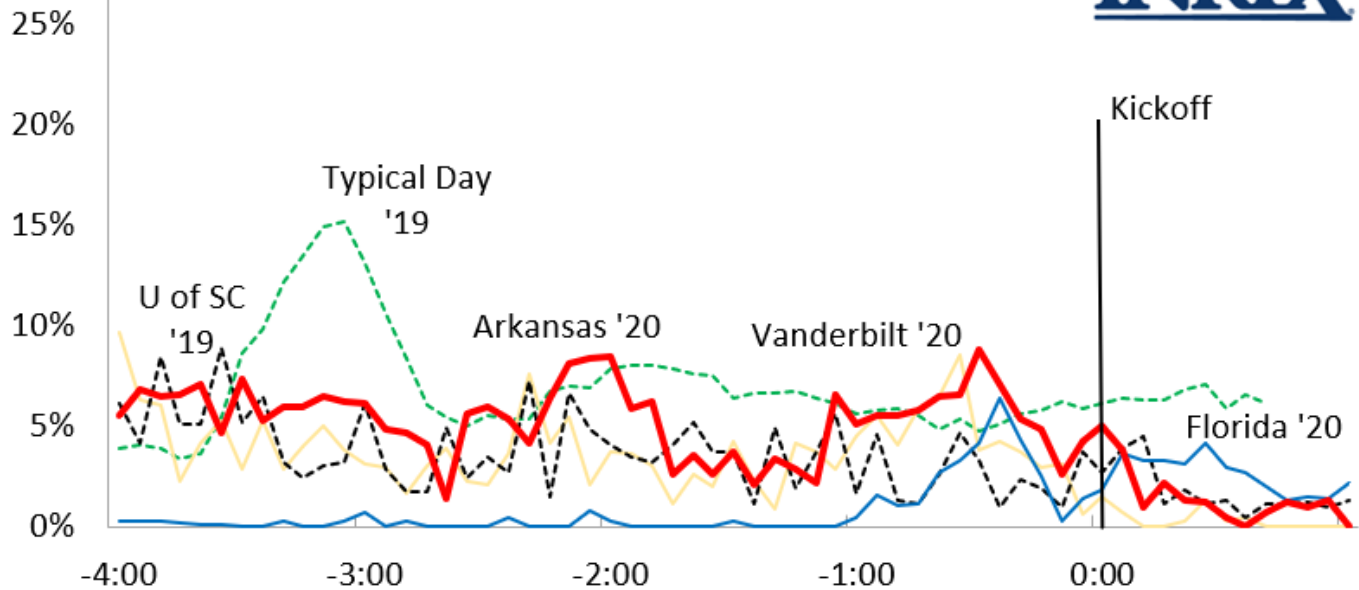
After the game, fans were in a hurry to savor any bit of Halloween they could and quickly hit the streets to get to their final destination. The peak congestion percentage was reached about 10 minutes earlier than the Florida game and approximately 20 minutes earlier than the Vanderbilt game. Although there were more fans in the stadium, the peak postgame congestion was slightly less than the Florida game and still about half a non-COVID typical day. Within two hours, all congestion had dissipated. George Bush Drive, Wellborn Road, University Drive in the Northgate area and FM 2818 near the Wellborn Road interchange were the largest contributors to the post game congestion. The crash at the George Bush/Wellborn intersection just before the end of the game did not contribute to the overall congestion. Certainly, the Wellborn Road Contraflow Lite plan helped to mitigate any effects as police officers managing the intersection were able to keep both westbound to southbound George Bush Drive traffic and southbound Wellborn Road vehicles moving at the same time. The plan also continues to be successful in handling the post-game traffic peak.

The various partners began removing traffic barricades starting one hour after the game ended. The last location to be opened up to normal traffic patterns was George Bush Drive from Wellborn to FM 2818, which was picked up immediately following the Arkansas team bus escort at about 90 minutes after the game ended.

% of Congested
Major Road
30%

Aggieland Pregame Congestion Analysis

Powered by
INRIX



% of Congested
Major Road
30%

Aggieland Postgame Congestion Analysis

Powered by
INRIX

