Dome Traffic Management and Events Strategic Plan

Stantec

December 2022

Contents

List of Figures

1 Study Purpose

This Strategic Plan document is intended to identify a vision for events at the Dome with respect to ingress and egress and how long it should take, and the visitor experience. That vision is then achieved through potential strategies to improve the travel experience for guests attending Dome events, as well as other members of the Campus community and surrounding areas, who are affected by event day operations. These strategies are based on observations of existing conditions but are intended to be implemented in the future condition after the I-81 Community Grid is completed. This document is intended to be a bridge between the Literature Review and Existing Conditions Report, and the final Operations Plan. The strategic plan is designed to generate consensus among the stakeholders and focus groups about the list of strategies that are feasible and likely to be effective in improving event day operating conditions in the future condition. The Strategic Plan includes strategies from Stantec's Literature Review document.

Syracuse JMA Wireless Dome - Event Transportation Deliverables

The **Literature Review** is a compilation of successful strategies from sports and destination venues around the world. The Literature Review document was shared with stakeholders in the early stages of this Dome Traffic Study as a comprehensive list of strategies that may be considered for the Dome event day environment. After speaking with stakeholders, and conducting a data review and event day observations, the list of strategies advanced in this Strategic Plan has been refined to fit those that best address the stakeholder goals and concerns and are most likely to positively impact the gameday circulation experience.

The **Existing Conditions** report summarizes existing event day operations. It includes information on stakeholder coordination, traffic, pedestrian, rideshare, and transit operations, and the availability and deployment of traffic management resources and staff.

This report also captured the relevant information from previous studies, including the latest plan update, which was conducted in 2000, and the original Dome operations plan that was developed in 1980. As such, it is intended to be a comprehensive record of the event day mobility plan as it stands

today, describing operational strategies, the rationale for those strategies, and evaluating their effectiveness in improving the guest experience.

The identified areas of review were described in sections intended to be replicated in the future Operations Plan, for example, pedestrian flow, vehicular traffic flow, transit operations, staffing, and traffic management resource allocation, among others.

This report also leveraged location-based data from StreetLight Data and Airsage, to develop a baseline of historical event conditions. The quantitative data helped assess the duration and location of congestion around the Dome and surrounding areas. This type of data provides a historical snapshot estimate, in hourly increments for specific event days, at a level of detail that is not feasible to recreate in the field with a comprehensive traffic study, and, more importantly, it allows the project team to look at any historical event day since 2018. While this data provides an assessment of the traffic flow operations, and congested areas, it is limited in understanding why this type of congestion occurs.

Therefore, the evaluations were combined with feedback from the community gathered through stakeholder interviews, focus group meetings, and a community survey. All of these helped identify potential constraints in the Operations Plan and provided context to the quantitative operational data from location-based sources. As an example, through these interactions, the project team confirmed that there are limitations in the ability to implement an event-day signal plan, use of the traffic management center, and the scope of the transit operation, all due to limitations in the available resources for those agencies. These limitations are important to understand as the future Operations Plan is developed.

This **Strategic Plan** covers broad categories of operational strategies that will be focused initially on the largest event types and then will reduce the strategies and interventions as the events become smaller.

The **Operations Plan** is intended to be the final deliverable for this study. It will be a brief, illustrative document, showing the recommended deployment of traffic management devices and staff at critical locations, for different event types and ranges of attendance, after the replacement of the I-81 Viaduct through downtown Syracuse with the Community Grid option as described in NYSDOT's Final EIS. This plan will include intersection and corridor-level diagrams showing how these critical locations are to be managed during ingress and egress.

The Operations Plan will be developed with input from stakeholders, to ensure that everyone has an opportunity to influence the event day operations and will then serve as a record of the consensus operations agreement.

The Plan provides a "big picture" view of overall Campus operations, which will lead to an efficient ingress and egress flow pattern from the entire site. It is intended to be a "checklist" that can be carried into the field to ensure that the deployment matches what was agreed upon with stakeholders.

The Plan is intended to provide a baseline operating condition, but it is not envisioned to be a rigid compliance document. Individual events may necessitate changes in the operation, due to construction activity, weather, availability of resources for any specific event, other special events in the community, road closures, or changes in arrival and departure patterns (an event against Pitt, for example, may have different arrival patterns than an event against Louisville, because fans may be more likely to

travel to Syracuse from nearby campuses). These deviations should be discussed with the stakeholder group prior to major events to ensure that the big picture goal of streamlining ingress and egress and minimizing impact to the surrounding community is achieved.

The Operations Plan will include separate implementations for major events over 30,000 attendees and then smaller events such as a basketball event or other event type. The reason for this is that the Campus operation historically has been different for college basketball events than for football, concerts, or Monster Jam events based on the number of attendees. The Stadium West lots, for example, are not utilized as heavily during basketball events which tend to be in the 20,000 attendee range. To promote consistency and repeatability, we will create a base operations plan for the highest volume events and then pull back some aspects of the operations to match smaller attendance events. The strategies discussed in this Strategic Plan document are in broad categories that will improve circulation on and around Campus for all event types.

2 Strategic Plan Overview

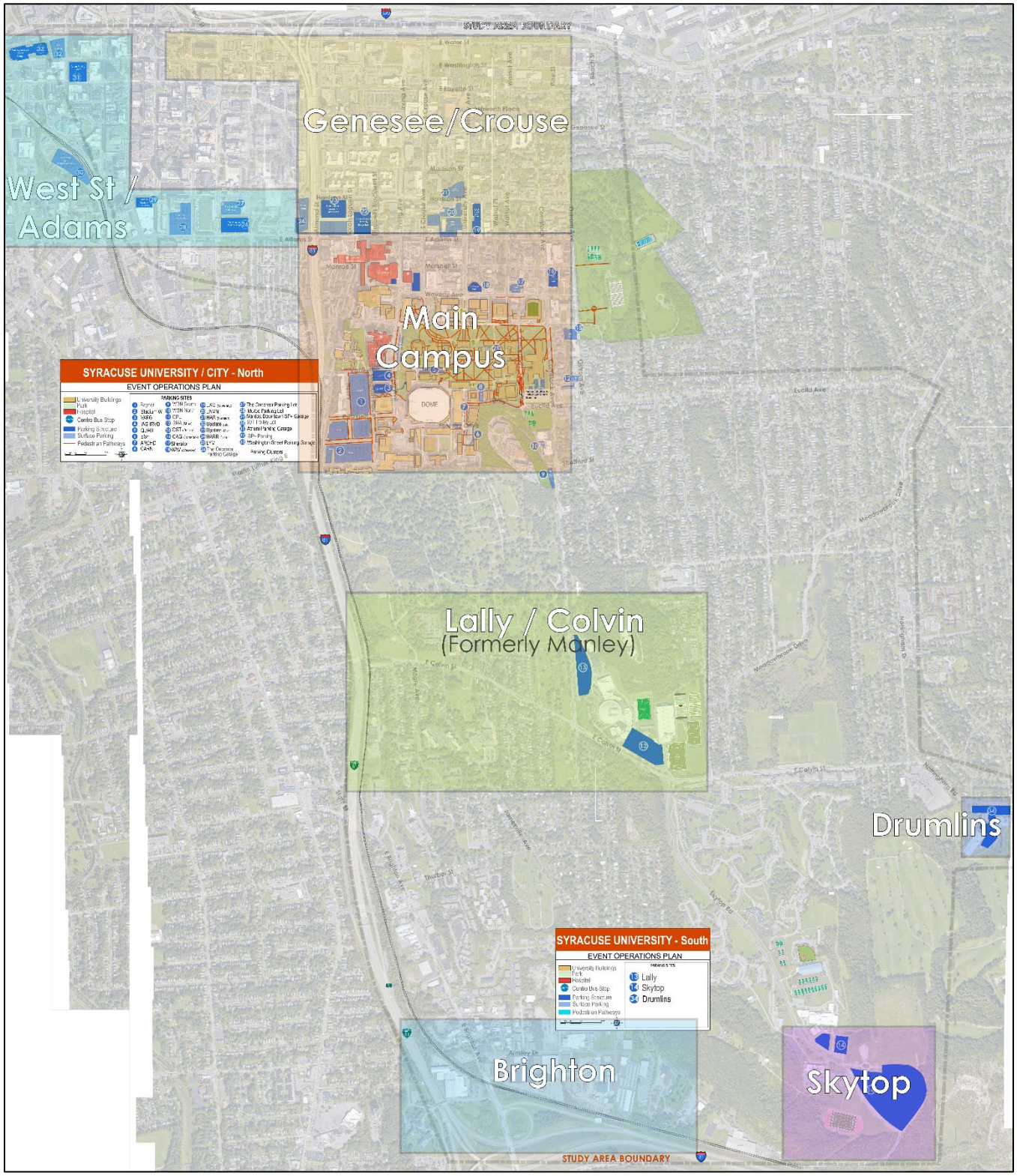
This document includes key operational strategies in the areas of pre-event communication, traffic and parking operations, parking policies, multi-modal operations, and event day resources. Within these broad categories, specific strategies are outlined based on the strategies that are likely to achieve an optimal operating condition for the site. This is informed by the quantitative review of operations data and stakeholder interviews. This document is intended to generate discussion with stakeholders, and new strategies may be added or removed from this list, based on their input. The goal is to have this document in a final state, with consensus from all stakeholders, before the development of the Operations Plan starts in 2023.

The high-level strategic objectives of this Plan are:

1. Incorporate new ingress/egress options resulting from implementation of the I-81 Community Grid.
2. Ensure access to remote parking options including Lally (Manley) and Skytop with minimal congestion and shuttle connections to the Dome including ADA services as required by the event typology.
3. Egress from the central campus area and the parking shuttle pick up area will be complete (no crowds or queuing remaining at parking lot exit points or at the shuttle area) within 45 minutes of the end of an event.
4. Parking lots at Lally (Manley) and Skytop will be substantively empty within 60 minutes of the end of an event.
5. Clear West parking lots within 30 minutes of the end of an event.

Achieving the objectives of each of the typologies will require a number of strategies and interventions. The study area will have defined zones where interventions will occur depending on the size of the event as shown in **Figure 1.**

Figure 1 - Operational Zones



3 Scale / Event Types

As described in the existing conditions report, most Dome events have attendance of less than 10,000 persons, and these do not significantly impact the event day experience or require dedicated event management practices or resources. These smaller events also occur over 100 times per year, so it is not practical (or necessary) to implement a plan for each of these smaller events.

The Operations plan will plan for the highest use and then reduce needs for each tier. Three event typologies are defined based on expected attendance but are also given additional descriptors to help the public and the university adapt to a new set of strategies:

Table 1 - Typologies

Type	Attendance Levels	Public Color	Typical Events
1	30,000+	Orange	Football or large concerts
2	20,000 – 30,000	White	Men's basketball or smaller concerts
3	8,000 – 20,000	Blue	Women's Basketball, Lacrosse

The attendance levels and typical events listed in **Table 1** are intended as guidelines for designating an event type, and the associated operations plan that will be followed, for each actual Dome event that occurs. For any specific event, if unique factors are at play, an event type that does not match the attendance level or typical event may be chosen at the discretion of the relevant stakeholders. The public colors are intended to notify the public of the event traffic management plan that will be in effect in a simplified fashion. An example would be if there is a Men's basketball game, the operations plan is Type 2 but public communications would state that the White event plan is in place. An operations plan highlight would be created to communicate to the public the key elements of each plan.

Table 2 - Summary of Zones Activated

Zone	Type 1	Type 2	Type 3
Genesee/Crouse	✓	✓	✓
Main	✓	✓	✓
Lally	✓	✓	✓
Brighton	✓		
Skytop	✓	✓ *	
West Street	✓	✓	✓
Drumlins	✓		

** Football Games only for Tailgating*

Each typology will have a set of strategies and interventions based around the following standard areas:

- Pre-event Communication
- Traffic (through the campus)
- Regional Traffic and Transportation Demand Management (TDM)
- Parking (show when different parking is activated, checkpoints established, etc.)
- Signage and Wayfinding (what signs are placed for each type)
- Multimodal Operations (for example, when rideshare changes from standard operations to event operations)
- Shuttle Bus Operations (when different shuttles should be put into action)
- Event Day Resources (what staffing, police, infrastructure is required and when)

4 Event Typology #1

Attendees: (30,000+)
Public Color: Orange
Typical Events: Football and Concerts

Typology 1 activates all operational zones (see Figure 1).

4.1 Pre-Event Communication

This section will review how information is pushed out to prospective customers once they make the decision to attend an event. One example by Destination Canada (see **Figure 2**) shows the steps visitors go through prior to purchase of a ticket. There are seven potential steps where travel information can be provided through web portals, social media, and emails. Once a ticket has been purchased, the ability to influence travel is reduced to on-road information or the use of social media pushes to promote certain routes or notify about congestion.

Figure 2 - Destination Canada's Pathway to Purchase Model

4.1.1 *Objectives*

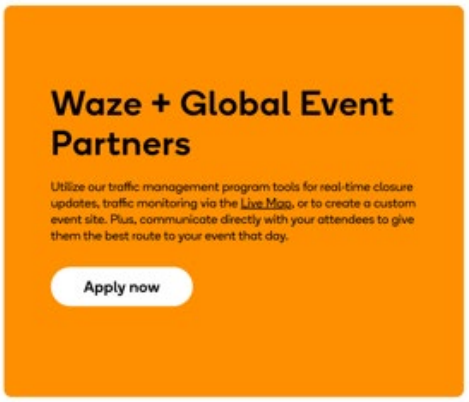
- Ensure that every event attendee has equivalent ease of access to travel information as access to ticket purchasing.
- Reduce the need to provide information at intersections and checkpoints by staff and police to an incidental level.
- Reduce crossing through the campus to access parking.

4.1.2 *Strategies*

- Improve pre-event communications via web and social media
    - Visiting Fans – provide simple to find travel and parking information via the main website portals including the use of printable and downloadable maps by direction of arrival.
    - Athletics – focus on social media, Cuse.com, email, Syracuse.com
    - Parking Services – focus on Mobile Parking App communication as well as providing parking lot information maps and direct parking instructions based on direction of approach to the site.
    - Dome – focus on Ticket Office emails
    - Traffic updates can also be provided via "live" radio station
- Partner with traffic-based apps such as Waze
    - The Waze Global Event Partnership allows the partner to submit temporary road closures for an event to redirect travel away from those roads and direct them to alternate routes. Google Maps does not have such a feature though both companies are owned by Alphabet. The partnership is free but based on reciprocal sharing of data.

- Improve messaging and signage during the inbound journey to use the nearest campus entry point that leads to the traveler's intended parking area.

The Waze Global Event Partner (GEP) program is a free, two-way data exchange partnership that aims to reduce event day(s) traffic congestion, and improve traffic conditions by using Waze technology, data and insights.



Waze GEP partners have exclusive access to our traffic management platform built for large scale event organizers. This includes tools and resources to update the map with planned and unplanned road closures, monitor traffic on event day, get fans and participants to their correct parking locations and communicate traffic changes to drivers on the road in real time.

With event day traffic data provided by Waze, partners are empowered to make analytical and strategic decisions for more effective event-day traffic management.

More information on partnering with Waze: Onboarding steps for new Global Event Partners - Waze Partners Help (google.com)

4.2 Traffic (through the campus)

This section will review traffic operations and TDM initiatives to help reduce congestion during ingress and egress based on the I-81 Community Grid Option (see **Figure 3** and **Figure 4**). The removal of the viaduct and conversion of Almond Street to a boulevard, as well as other supporting projects on I-481 and I-690 will alter how vehicles, pedestrians, and bicyclists enter the campus area. Specifically, new options for access to city streets north of the main campus area from BL-81 and a new interchange on I-690 will likely shift some ingress and egress to Irving and Crouse Avenues. The Almond Street boulevard and the creation of a roundabout at Van Buren, will also provide new access directly to the Dome area from all directions. Furthermore, changes in the cycling and pedestrian network may introduce additional changes to the existing operations plan. Though we are primarily concerned with event-based traffic, changes to the background community traffic on event days can contribute to congestion.

Figure 3 - I-81 Changes to Main Campus and Genesee/Crouse Zones

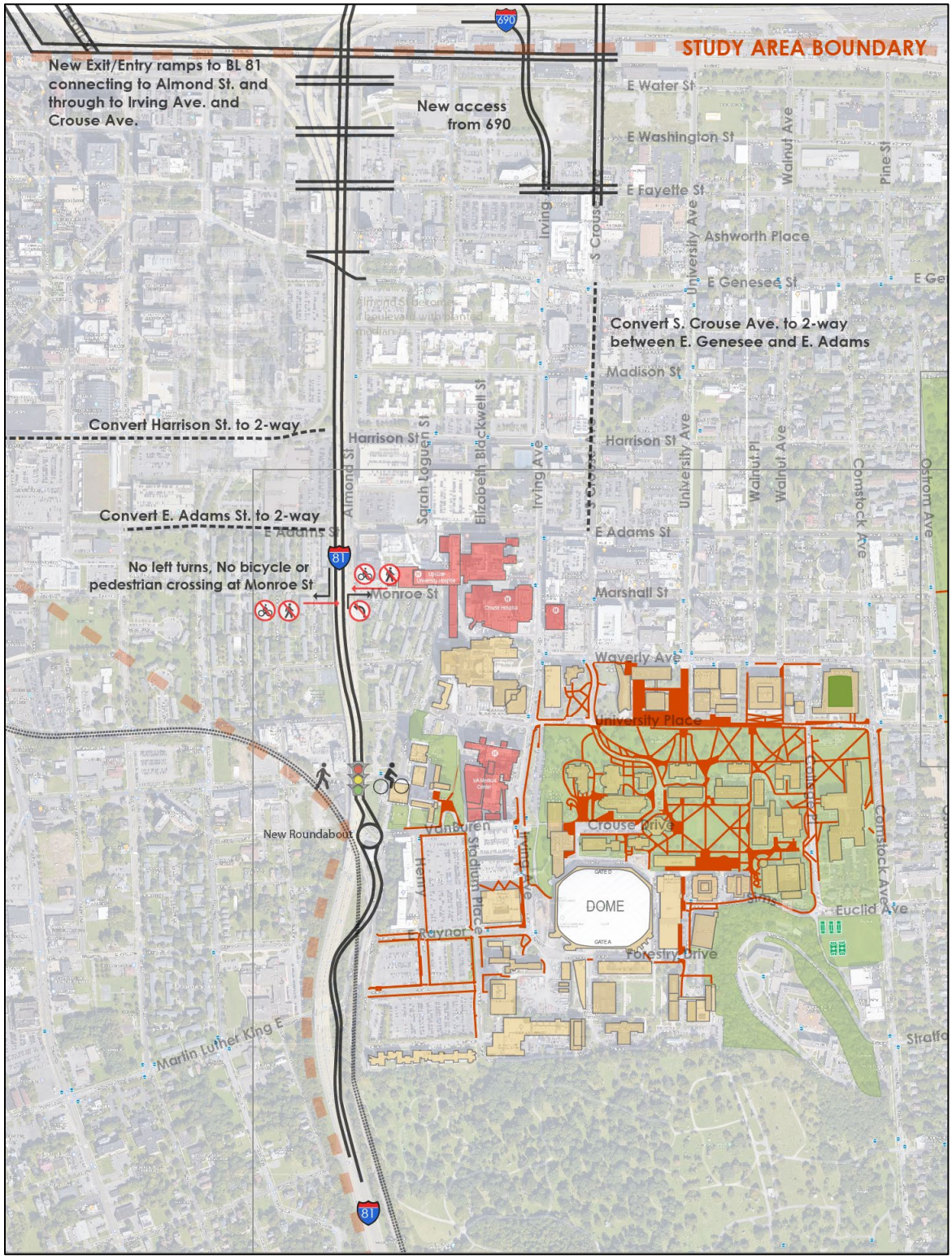
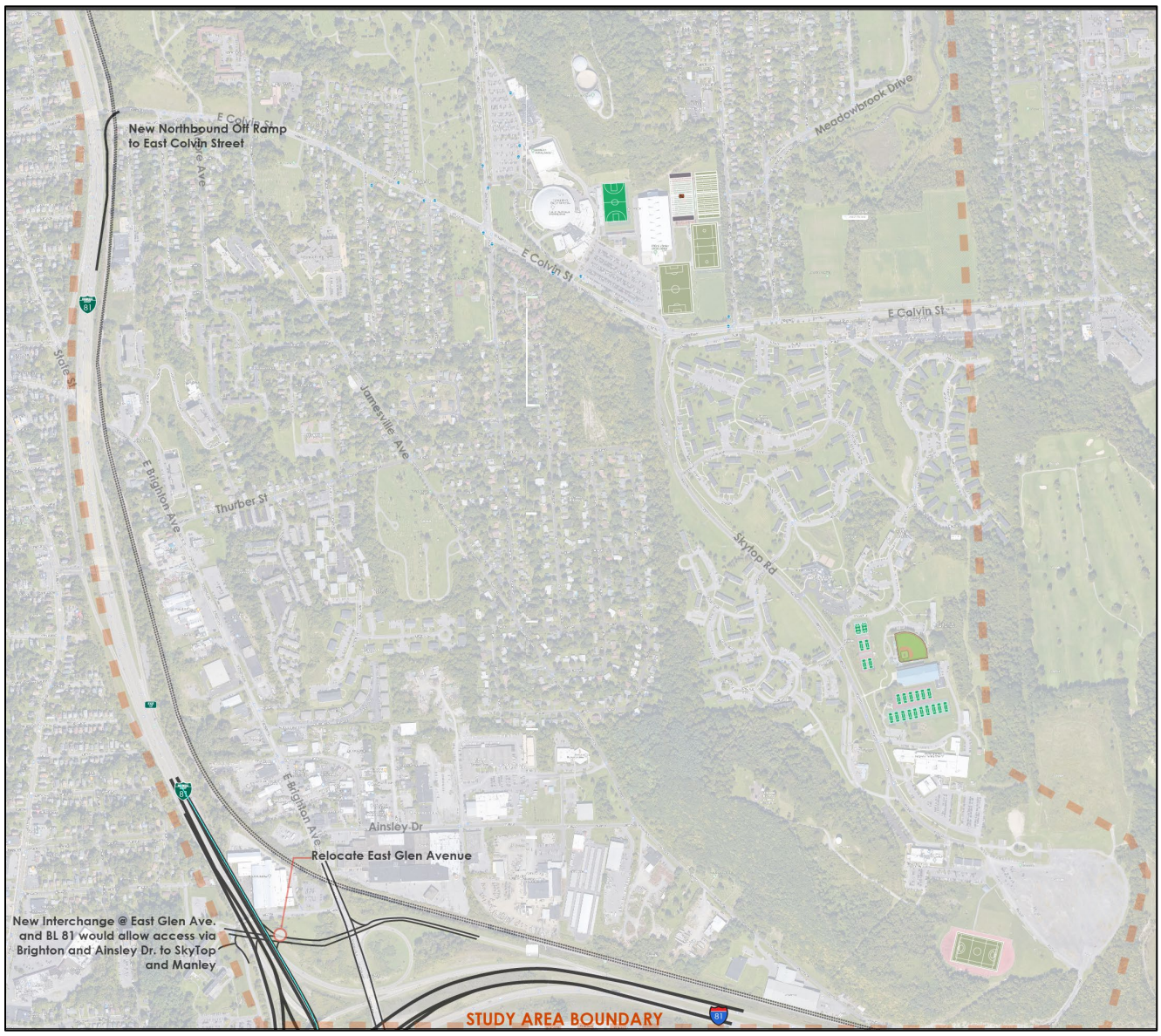


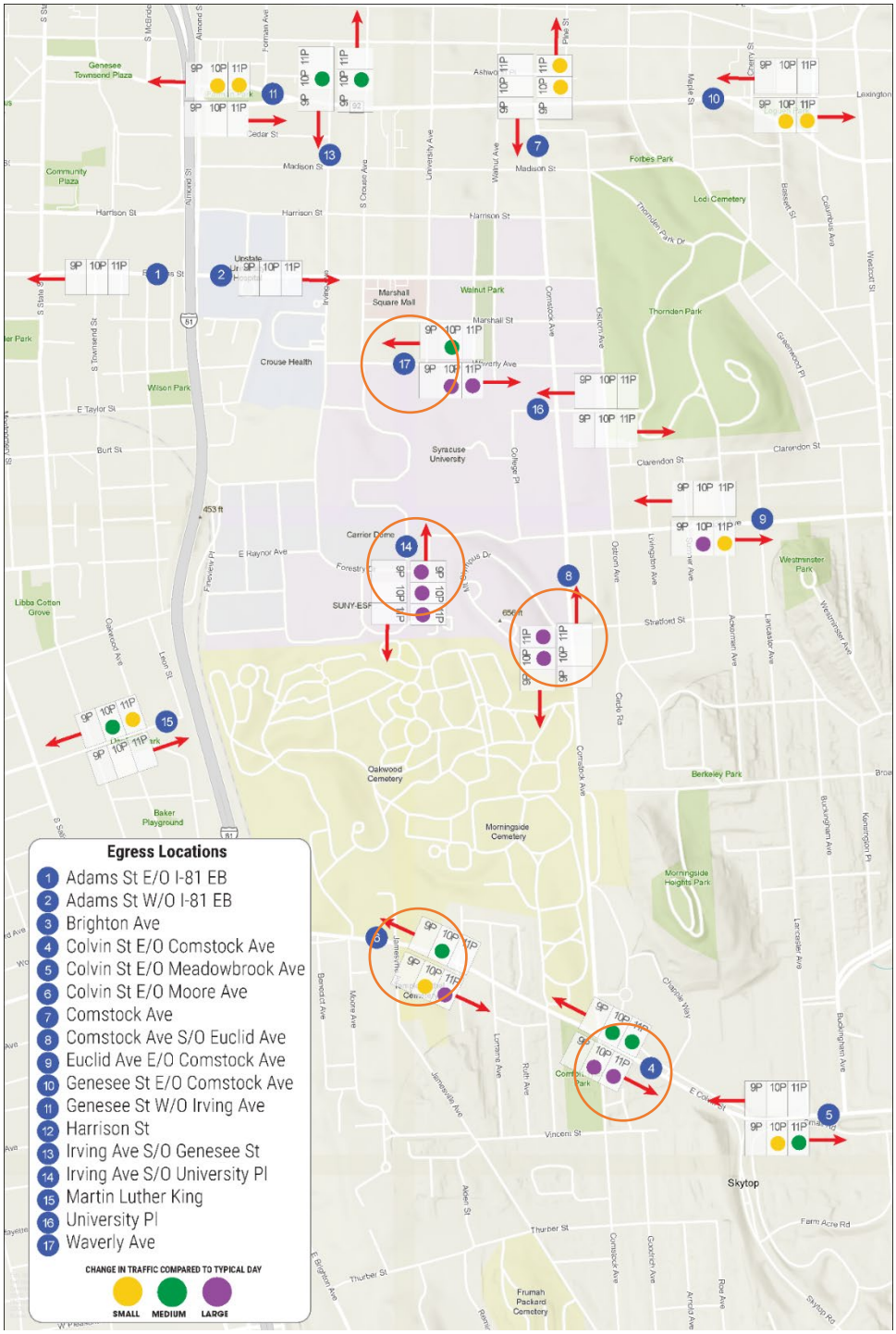
Figure 4 - I-81 Changes to Brighton and Lally Zones



4.2.1 Objectives

- Maintain access to parking facilities used for health care staff and patients during event ingress and egress.
- Reduce the level of congestion on egress in the central campus area at key intersections to yellow from red (compared to non-event traffic days) as highlighted (circled) in **Figure 5.**
- Clear the West Lots within 30 minutes of the end of an event (may require modification based on the proposed roundabout at Van Buren and BL-81/Almond Street).
- Clear the central campus area of traffic congestion to a free flow state within 45 minutes of the end of an event.

Figure 5 - Intersections requiring improvement in service levels



4.2.2 Strategies

- Focus on the impacts of the Community Grid to the identified streets and intersections for local traffic movements during ingress and egress.
- Change some event-based traffic to other modes or higher occupancy vehicle trips through TDM measures.
- Focus the event-based traffic on directional approaches to the parking areas
    - Improve information provided to those driving to parking areas to take specific routes or directional approaches.
    - Customers using I-81 from the east and north could be directed to access the campus from the west and south rather than via BL-81 and Irving Avenue or South Crouse Avenue to avoid having to drive through the campus to access Manley and Skytop. This may create the opportunity to separate or direct traffic flows based on the direction they arrive/leave the campus.
- Improve communications about congestion to the local community during the ingress and egress times via social media to reduce local travel or change travel patterns.
- Review each key location (see **Figure 6**) based on the rationale in **Table 3** and determine if they warrant a mitigation strategy.
    - These streets and intersections will be impacted by the I-81 project and may experience changes to the ingress and egress patterns to the Dome and related parking areas.

Figure 6 - Key Streets & Intersections (Type 1 events)

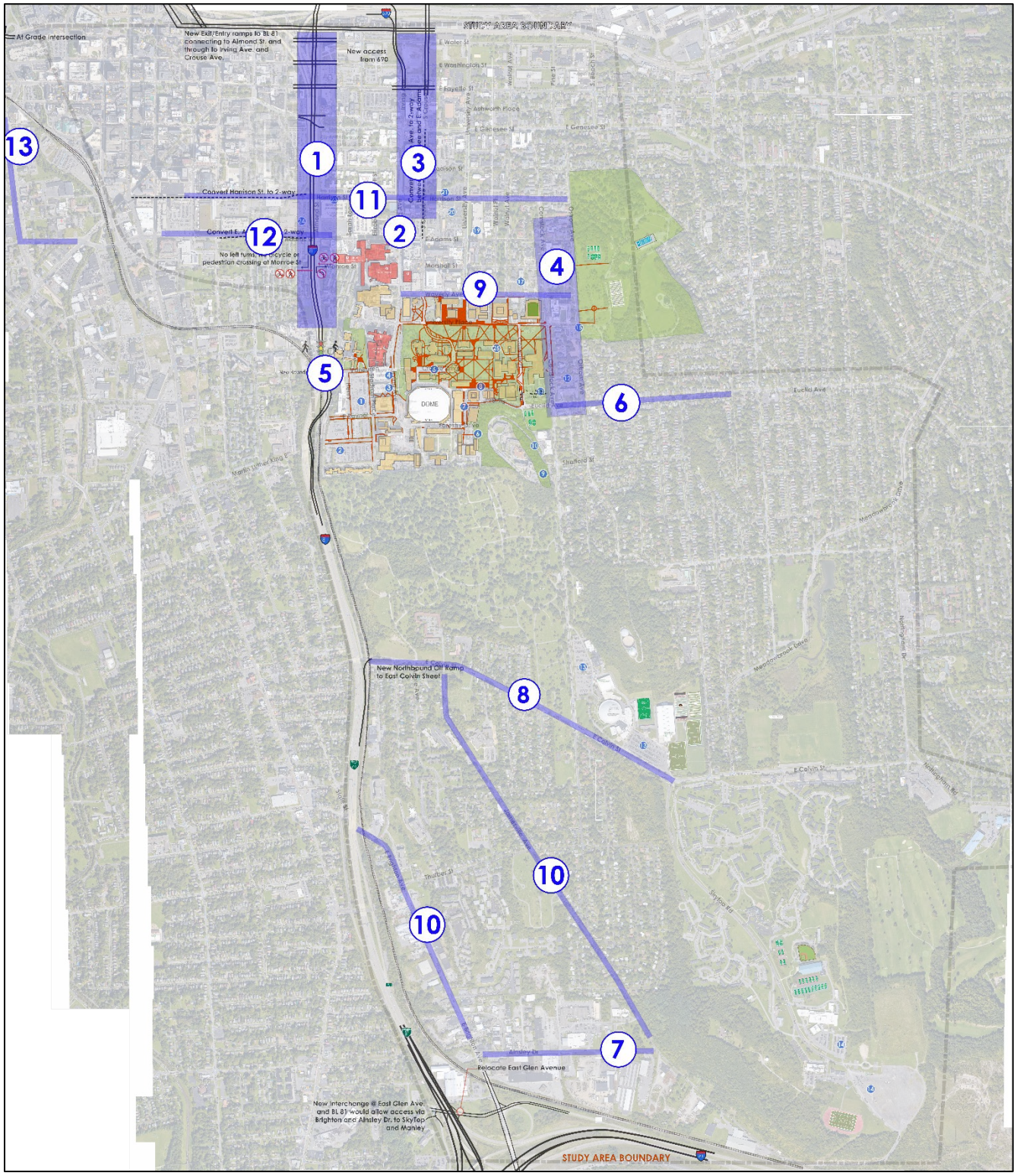


Table 3 - Key Intersections Rationale and Potential Strategies

Location # (see Figure 6)	Zone	Street or Intersection	Rationale	Potential Strategies	Event Types		
					1	2	3
1	Genesee / Crouse	Almond Street	The restructure of I-81 to BL-81/Almond Street as a boulevard with cycling routes will have implications on travel patterns and access to the north campus.	Intersection control from Harrison south to ensure access to the main campus zone on ingress and egress will be critical especially the turn volumes. Signal Timing, southbound left turn queuing, and traffic control measures should be considered for event days.	✓	✓	✓
2	Genesee / Crouse	Irving Avenue @ E. Adams Street	The change of Crouse to 2-way between Genesee Street and E. Adams Street may have impacts to this intersection in terms of reduced usage.	Intersection control for ingress and egress	✓	✓	✓
3	Genesee / Crouse	Irving Avenue and Crouse Avenue	Irving is the next major north-south street east of Almond Street with direct access to the West lots and the JMA Wireless Dome. With a new access from I-690, there could be traffic diverted to this corridor rather than using Almond Street to get to events. Also need to be aware of access to the hospitals and the potential need for a dedicated lane.	Signage plan, parking plan and traffic control plan should be developed along with an emergency vehicle flow plan for ingress and egress.	✓	✓	
4	Main Campus	Comstock Avenue and Ostrom Avenue	Consider change to a one-way couplet to improve circulation north of Euclid Avenue.	Shuttle from parking lots to be integrated into plan along with review of bus only lane during Type 1 events.	✓	✓	✓
5	Main Campus	Van Buren St @ Almond St	The addition of a roundabout may impact the exit rates of the West lots if the majority of vehicles are pushed towards Almond versus north on Irving Street and may create new access to/from the south.	Signage plan and intersection management plan prior to the roundabout for egress.	✓	✓	✓
6	Main Campus	Euclid Avenue	Could this be used as a way to move people to I-81 versus north to I-690 and then to I-81? There may be some resistance from the residential areas along Euclid/Meadowbrook/Genesee for this circuitous route, but it should still be reviewed.	If yes, then create regional roadway wayfinding strategy to direct traffic.	✓	✓	✓
7	Brighton	Ainsley Dr	There could be more traffic pushed to Ainsley Drive with the new interchange at BL 81 and East Glen Avenue.	Signage and Wayfinding Plan from BL81 and I-81 to Skytop	✓		
8	Lally/Colvin	E. Colvin St	This may get increased use to access Skytop and Lally with the new northbound off-ramp from BL-81.	Signage and Wayfinding Plan from BL81 plus street traffic control on E. Colvin from Comstock to Skytop	✓		
9	Main Campus	Waverly Avenue	Waverly Avenue between Irving Avenue and University Avenue may see increased vehicle activity with the new access points at Irving Avenue and S. Crouse and I-690. There may also be greater pedestrian activity if there is greater use of the public and private parking lots in the north campus area.	Traffic management plan for the corridor from Crouse to Ostrom Avenue.	✓	✓	✓
10	Brighton	E. Brighton Avenue and Jamesville Avenue	With new access points off BL-81 at East Glen Avenue and E. Colvin Street, there could be greater use of these two roads to access Skytop parking via the south approach.	Signage and wayfinding plan for both corridors to Skytop.	✓		
11	Genesee / Crouse	Harrison Street	Conversion to a 2-way street west of Almond Street/BL-81 may increase cross traffic on ingress and limit egress volumes	Intersection control plan at Almond Street	✓	✓	
12	Main Campus	E. Adams Street	Conversion to a 2-way street west of Almond Street/BL-81 may increase cross traffic on ingress and limit egress volumes	Intersection control plan at Almond Street	✓	✓	✓
13	West Street/ Adams	West Street	The West Street/I-690 Interchange will be removed with new at grade intersections at West Genesee and Erie Boulevard. With Adams Street becoming a two-way option, West Street may become a primary route to the main campus area from the west and northwest regional areas.	Signage and Wayfinding to correct colored parking lots	✓	✓	✓

4.3 Regional Traffic and TDM

Event traffic that flows along the main ingress and egress streets to the parking areas around the Dome, or to Lally and Skytop in the south, can be impacted by regional traffic (non-event based) passing through the area. These regional non-event trips may have other routing options for travel during key peak ingress and egress periods that should be highlighted to re-route non-event traffic and reduce the congestion levels created during events.

4.3.1 Objectives

- Reduce non-event traffic through the campus to minimal levels during event ingress and egress.
- Reduce non-event traffic using BL-81 during event ingress and egress times using TDM measures.

4.3.2 Strategies

- Improve signage and wayfinding plan at the regional level to highlight congestion on event days and provide alternate routes

4.4 Parking

This section will highlight key issues for parking including permits and enforcement.

4.4.1 Objectives

- Coordinate use of parking structures and lots near the campus and north of the campus through a parking app.
- Push parking to directional approaches and identify the best lots from each compass direction to avoid crossing the central campus area.
- Examine parking lot payment options to improve parking access and reduce questions at policed intersections/streets.
- Encourage use of dedicated parking lots/structures over on-street parking to increase lane capacity in the north campus area.
- Ensure a free-flowing shuttle service to the Main Campus Zone from Lally and Skytop parking.

4.4.2 Strategies

- Coordinate greater use of city-owned and private parking lots in the Main Campus area and northwest of downtown as shown in **Figure 7.** These lots will be more accessible from the new I-690 interchanges and therefore should be considered. A single parking App such as ParkHub could be used to coordinate payment to all potential parking areas. Parking lots are shown in clusters that could be used to provide information to the public to direct them to specific areas depending on their travel pattern towards the Dome.

Figure 7 - Parking lots and clusters in Main Campus and downtown (the Northern half of the study area)

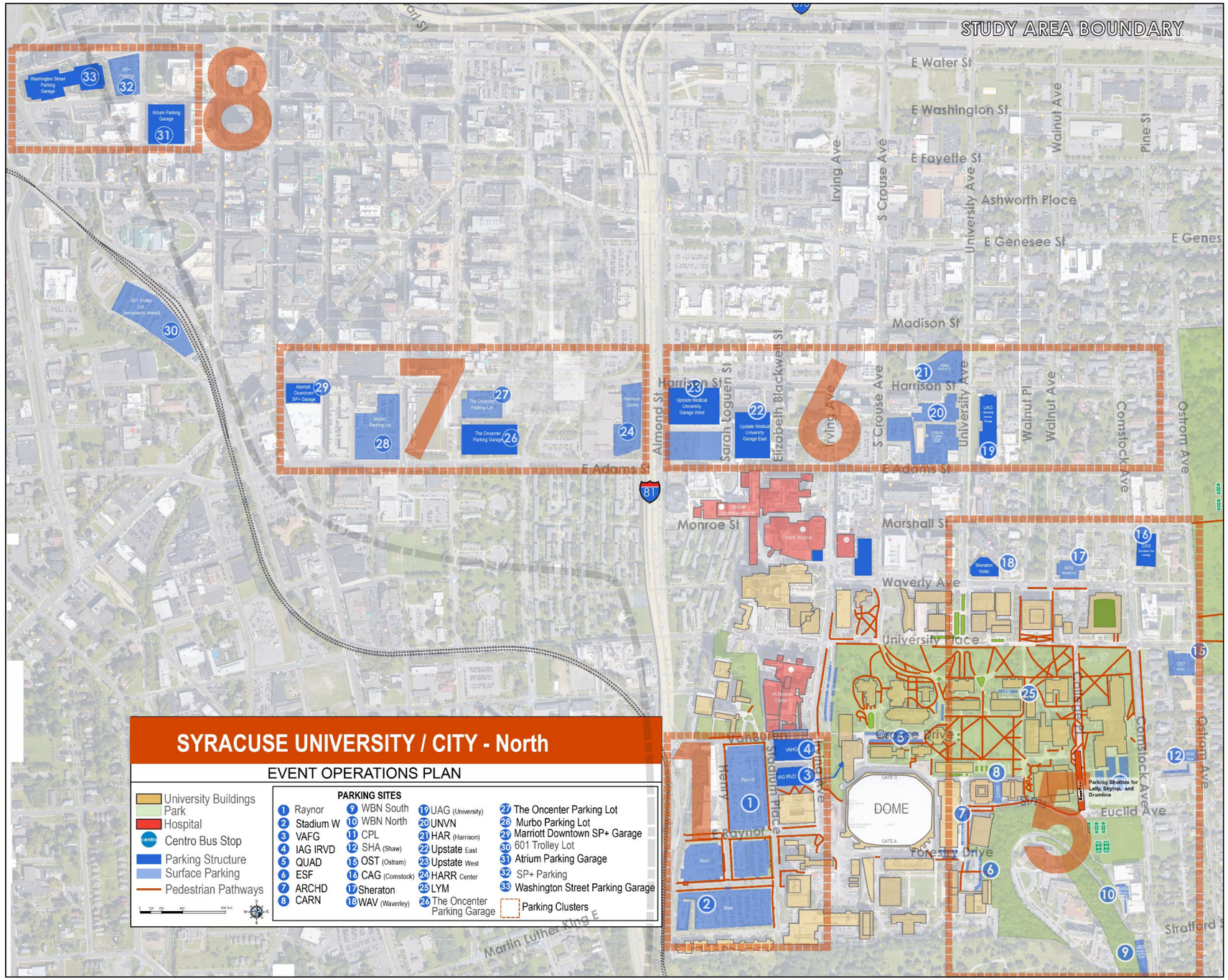
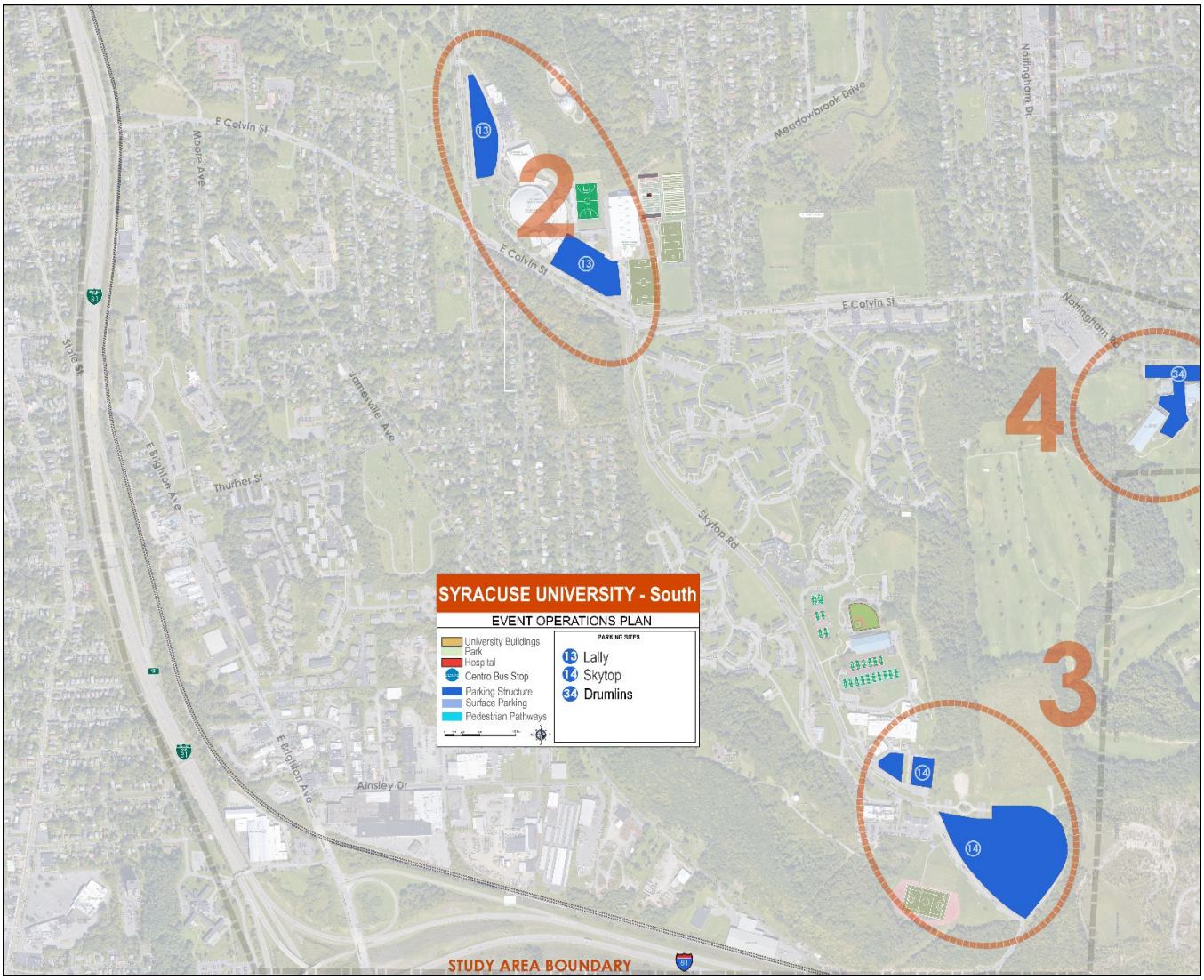


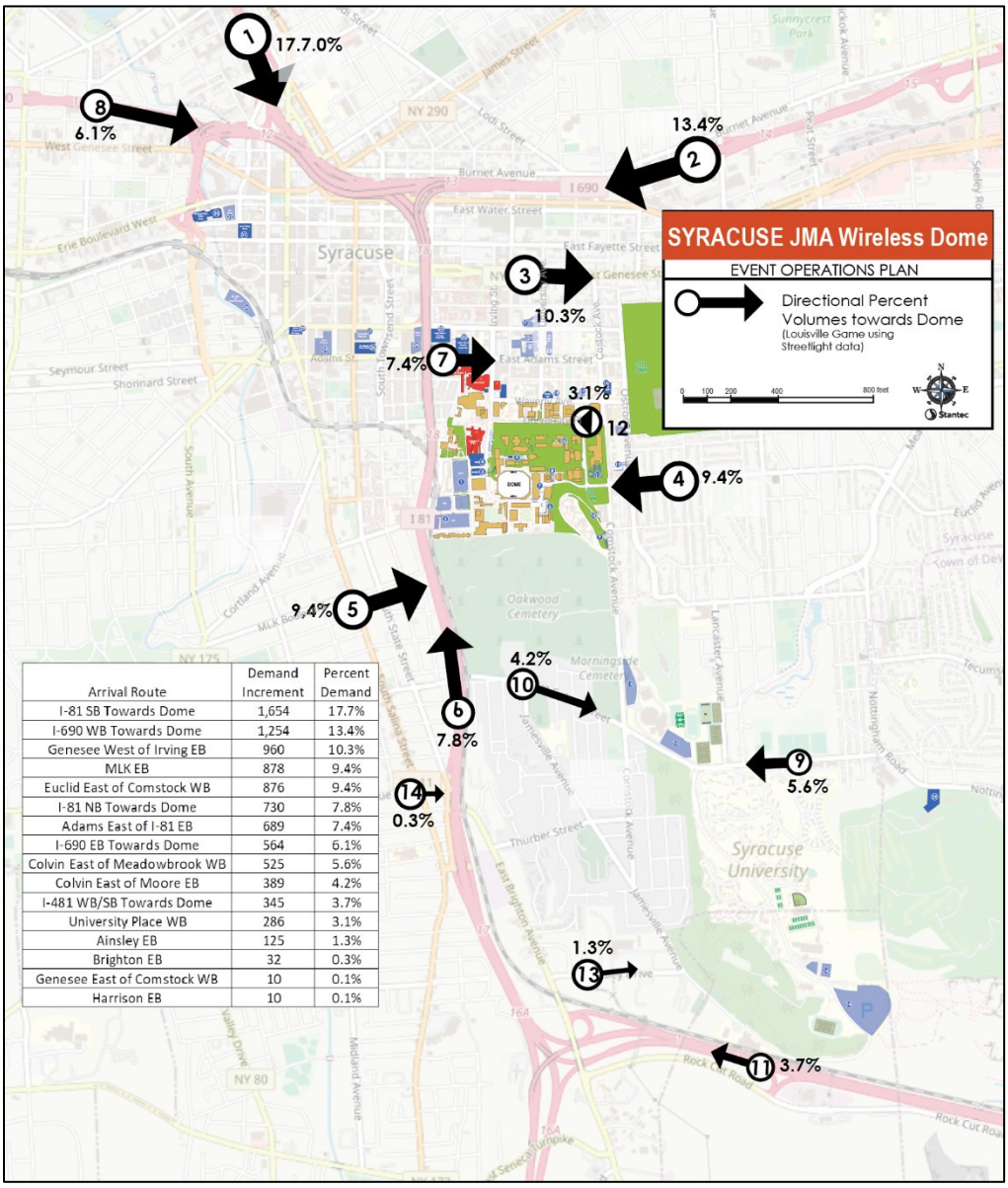
Figure 8 - Parking South



- Based on the Existing Conditions review, there is an extensive amount of non-campus owned or operated parking lots and garages as shown in **Figure 7.** These additional lots should be included in the TDM messaging to take advantage of the other parking lots and reduce cross campus movements. **Figure 8** also shows a new lot added since the Existing Conditions report at Drumlins.
- Move ADA parking to West Lots.
- Improve existing parking pass design to reduce confusion and improve operational understanding of the passholders' final destination.
- Create a directional parking plan to avoid or reduce cross campus movements. When examining the parking in the North along with the access points, there is an opportunity to focus the notion of directional parking (i.e.. Parking in areas closest to the compass point direction of the event goer traveling towards the campus) into groups as noted in **Figure 7** and **Figure 8**. This focus would be through a TDM program to help direct event goers to parking areas closest

to their point of origin and then access the campus by shuttle. **Figure 10** shows a possible approach to assigning parking lots/structures into groups.

Figure 9 – Regional Movements towards Dome



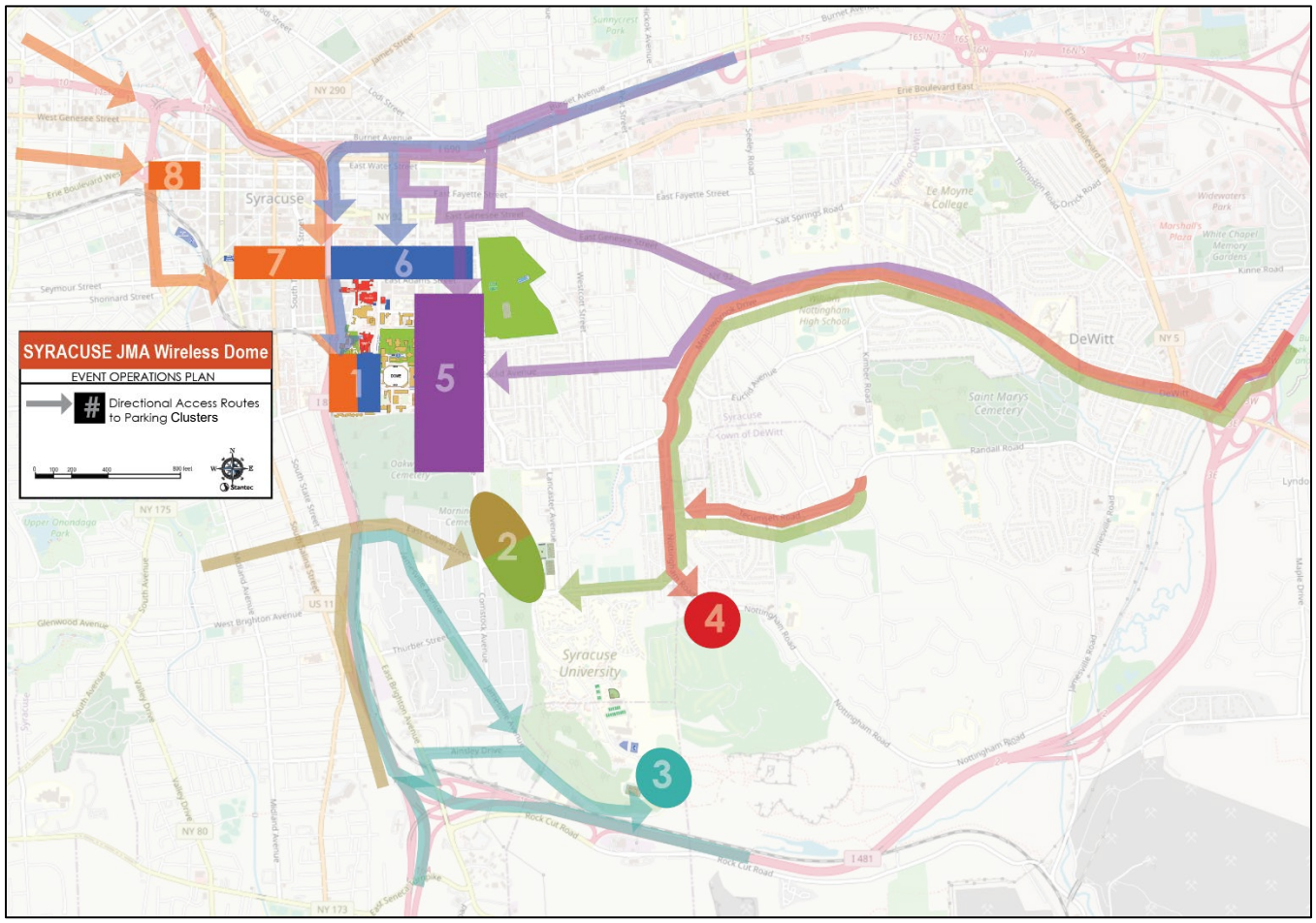
Arrival Route	Demand Increment	Percent Demand
I-81 SB Towards Dome	1,654	17.7%
I-690 WB Towards Dome	1,254	13.4%
Genesee West of Irving EB	960	10.3%
MLK EB	878	9.4%
Euclid East of Comstock WB	876	9.4%
I-81 NB Towards Dome	730	7.8%
Adams East of I-81 EB	689	7.4%
I-690 EB Towards Dome	564	6.1%
Colvin East of Meadowbrook WB	525	5.6%
Colvin East of Moore EB	389	4.2%
I-481 WB/SB Towards Dome	345	3.7%
University Place WB	286	3.1%
Ainsley EB	125	1.3%
Brighton EB	32	0.3%
Genesee East of Comstock WB	10	0.1%
Harrison EB	10	0.1%

Figure 9 shows information gathered for the Existing Conditions report with gameday traffic moving towards the Dome (Louisville football game). This suggests travelers could be directed to use the new offramps to access local roads and proceed into the campus area. This also supports the notion of using directional parking and wayfinding in addition to increasing the exposure of parking availability north of the campus in the future condition.

The concept of directional flows to parking clusters is shown in **Figure 10.** A TDM program could provide fans with the maps and directions to access parking areas before they reach the point in their trip where they would need to cross through the campus. In conjunction with a gameday transit shuttle

program, this could reduce the amount of congestion within the campus area created by vehicles crossing through the campus to access parking.

Figure 10 – Proposed General Movements to Parking Clusters



The parking clusters are contained within the zones as noted in **Figure 11** and **Figure 12**

Figure 11 - Clusters and Zones - North

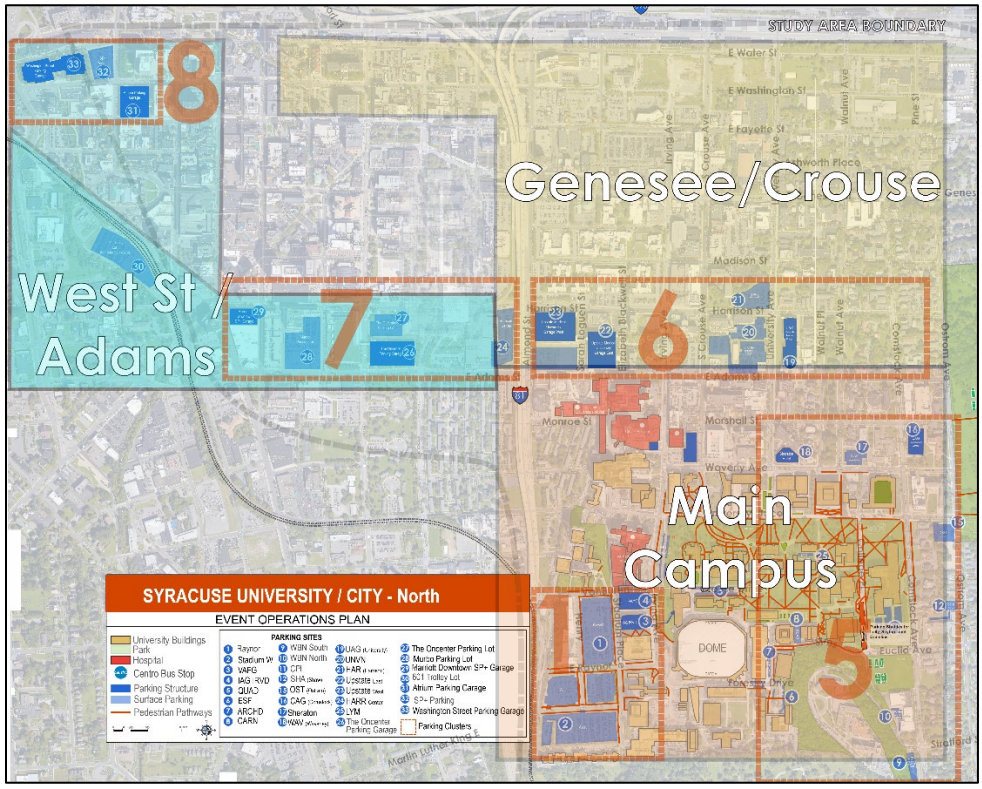
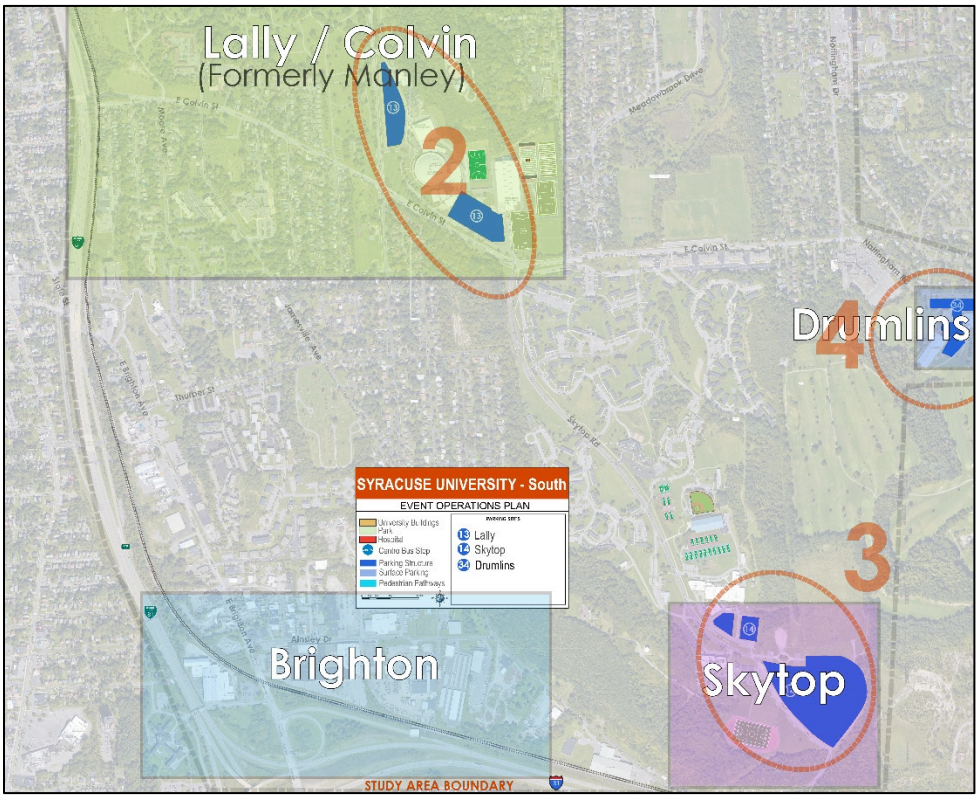


Figure 12 - Clusters and Zones - South



4.5 Signage and Wayfinding

This section will focus on the concepts for signage and wayfinding for the operations plan that are applied to Typology 1.

4.5.1 Objectives

- Identify key locations for permanent directional signage and wayfinding for event days.
- Identify key locations for temporary signage including fixed fold down signage.
- Identify key messages for ingress and egress at each location.
- Create a signage and wayfinding plan by direction and lot using a process such as Legible London.

4.5.2 Strategies

Regional

- Real time congestion updates on available variable message boards to support TDM messaging
- Directional signage based on how vehicles should be directed to access the campus for different parking areas

Campus

- Directional signage to university lots that are consistent with the naming conventions for the campus by all groups on campus
- Variable Message Signs, static signs and temporary signs that are event based and mapped out for ingress and egress

City

- Directional signage to city lots that are consistent with the naming conventions used for the university lots

4.6 Multi-Modal Operations

This section will consider rideshare, pedestrian management, and any other modes of relevance including cycling and scooters. Shuttle bus operations are addressed separately.

4.6.1 Objectives

The goal of the operations plan will be to:

- Keep rideshare pick up and drop off outside of the central campus.
- Ensure all surface parking lots have dedicated walking routes through them.
- Ensure there is a defined area for parking bikes and e-scooters.
- Ensure key walking paths and intersections connecting parking to Dome entrances are managed by Dome or SU staff using signage and infrastructure as required to maintain necessary width of protected walking areas.

4.6.2 Strategies

- Geofencing for rideshare
    - Current drop off/pick up locations are not substantive enough to withstand increased usage so an alternative approach should be examined
    - Describe approach for working with Uber and Lyft on geofencing
- Pedestrian management

- West lots
- Sims
- Euclid/Comstock
- Any changes that are created in walking patterns through the Community Grid interventions as part of the I-81/Almond Street improvements will be reviewed.

4.7 Shuttle Bus Operations

4.7.1 Objectives

- Create improved travel times for parking shuttles
- Improve ADA shuttle services
- Provide staff shuttle
- Have free flowing shuttle operations between the central campus exchange and Lally & Skytop
- Have a downtown event day express route

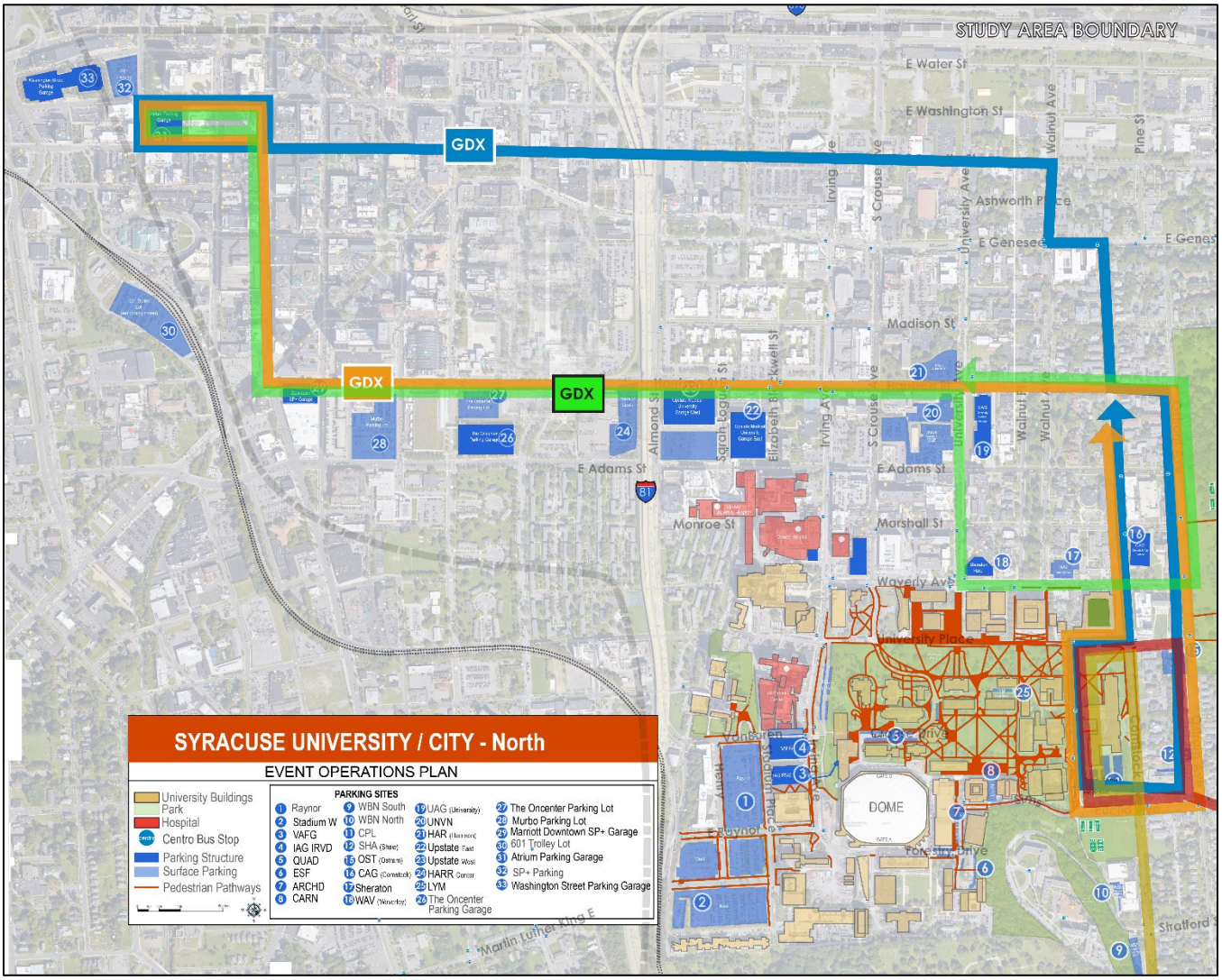
4.7.2 Strategies

- Create a new downtown to College Place Game Day Express (see **Figure 13**) based on one or more of the options shown and consider operational constraints to non-shuttle vehicles along University Place and College Place during Type 1 and Type 2 events. This includes College Place functioning as a one-way southbound loop with access for shuttles or emergency vehicles only (ie. No private vehicles, rideshare, taxi or food delivery).
- Determine interventions that will allow for a standard travel time of 20 minutes round trip from Downtown to College Park using an average speed of 13 mph (see example in **Table 4**).
- Determine interventions that will allow for standardized travel times for Parking Shuttles from Lally and Skytop as shown in **Table 5**.
- Improve ADA shuttle services through a review of the ADA parking location and logistics associated with a revised shuttle and a relocation to the West Lots area.
- Discuss the ability to reconfigure Comstock Avenue between Waverly and Harrison as transit only or two-way service to reduce the length of the GDX routes.

Table 4 – Sample run times for Downtown Shuttle

Downtown Parking Shuttle					
Location	**Length (km)**	**Length (Mi)**	**Avg Speed (mph)**	**Trip Time (Min)**	**Clock Time**
Lv.East Fayette @ S Franklin St		0	13	0.0	0:00:00
Lv. Salina St @ Harrison	0.756	0.5	13	2.2	0:02:12
Lv. Harrison @ Comstock	1.7	1.1	13	4.9	0:04:54
Ar. College Place Exchange	0.954	0.6	13	2.8	0:02:48
Lv. College Place Exchange		0.0	13	1.5	0:01:30
Lv. Harrison @ Comstock	1.04	0.7	13	3.0	0:03:00
Lv. Salina St @ Harrison	1.7	1.1	13	4.9	0:04:54
Ar..East Fayette @ S Franklin St	0.946	0.6	13	2.7	0:02:42
layover/Pick up time		0.0	13	3.0	0:03:00
Round Trip Length		**3.8**	**Round Trip Time**	**25.0**	**0:25:00**

Figure 13 - Proposed Downtown Game Day Express Options



There are three options shown with the preferred option in Orange. The Green option is the current version from the Transit Center on Harrison to a drop off at Waverly Road. The Blue option is an alternate option that could be an express service from downtown. The benefit of fully utilizing College Place allows fans to be better distributed through the pathway network after the game while the bus operations has the ability to flex between GDX shuttles and Parking Shuttles easily.

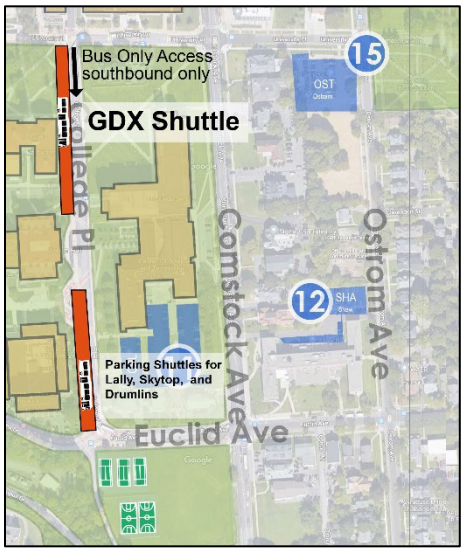


Figure 14 - College Place Shuttles

Figure 15 - Parking Shuttles

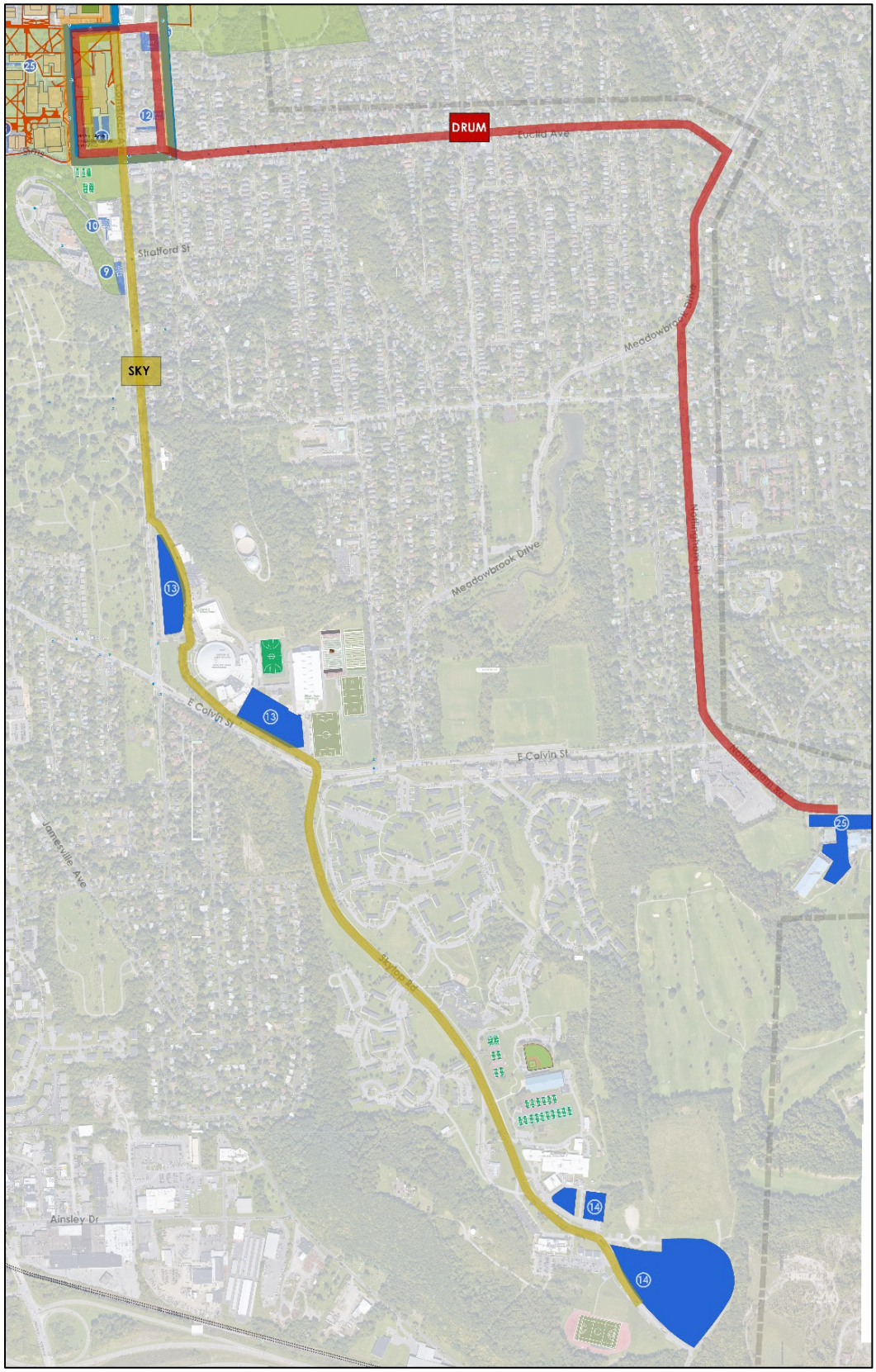


Table 5 -Lally (Manley) and Skytop Shuttle Example

Skytop and Manley Shuttle					###	0:05 headway					
Location	**Length (Mi)**	**Avg Speed (mph)**	**Trip Time (Min)**	**Clock Time**		**Bus 1**	**Bus 2**	**Bus 3**	**Bus 4**	**Bus 5**	**Bus 1**
Lv. College Place Exchange	0.00	13	0.0	0:00:00		18:05	18:10	18:15	18:20	18:25	18:30
Ar. Manley	1.12	13	5.1	0:04:30		18:09	18:14	18:19	18:24	18:29	18:34
Ar. Skytop	1.52	13	7.0	0:06:06		18:15	18:20	18:25	18:30	18:35	18:40
Lv. Skytop (pickup time)	0.00	13	1.5	0:01:30		18:17	18:22	18:27	18:32	18:37	18:42
Ar. Manley	1.52	13	7.0	0:06:06		18:23	18:28	18:33	18:38	18:43	18:48
Ar. College Place Exchange	1.23	13	5.7	0:04:54		18:28	18:33	18:38	18:43	18:48	18:53
Pick up time	0.00		2.0	0:01:54		18:30	18:35	18:40	18:45	18:50	18:55
Round Trip Length	**5.38375**	**Round Trip Time**	**28.3**	**0:25:00**							

4.8 Event Day Resources

This section will focus on staffing and infrastructure concepts associated with major event days. The goal will be to ensure that all zones are fully staffed with knowledgeable staff who understand their roles and responsibilities as well as the larger event day goals.

4.8.1 Objectives

- Create operations plan staffing levels that are coordinated between agencies and responsible departments on campus.
- Reduce requirements for policing to help make staffing easier on event days.
- Improve the understanding of the role each person plays in the operations plan and have that relayed to staff.
- Highlight interactions between operational staff and the event command post staff.

4.8.2 Strategies

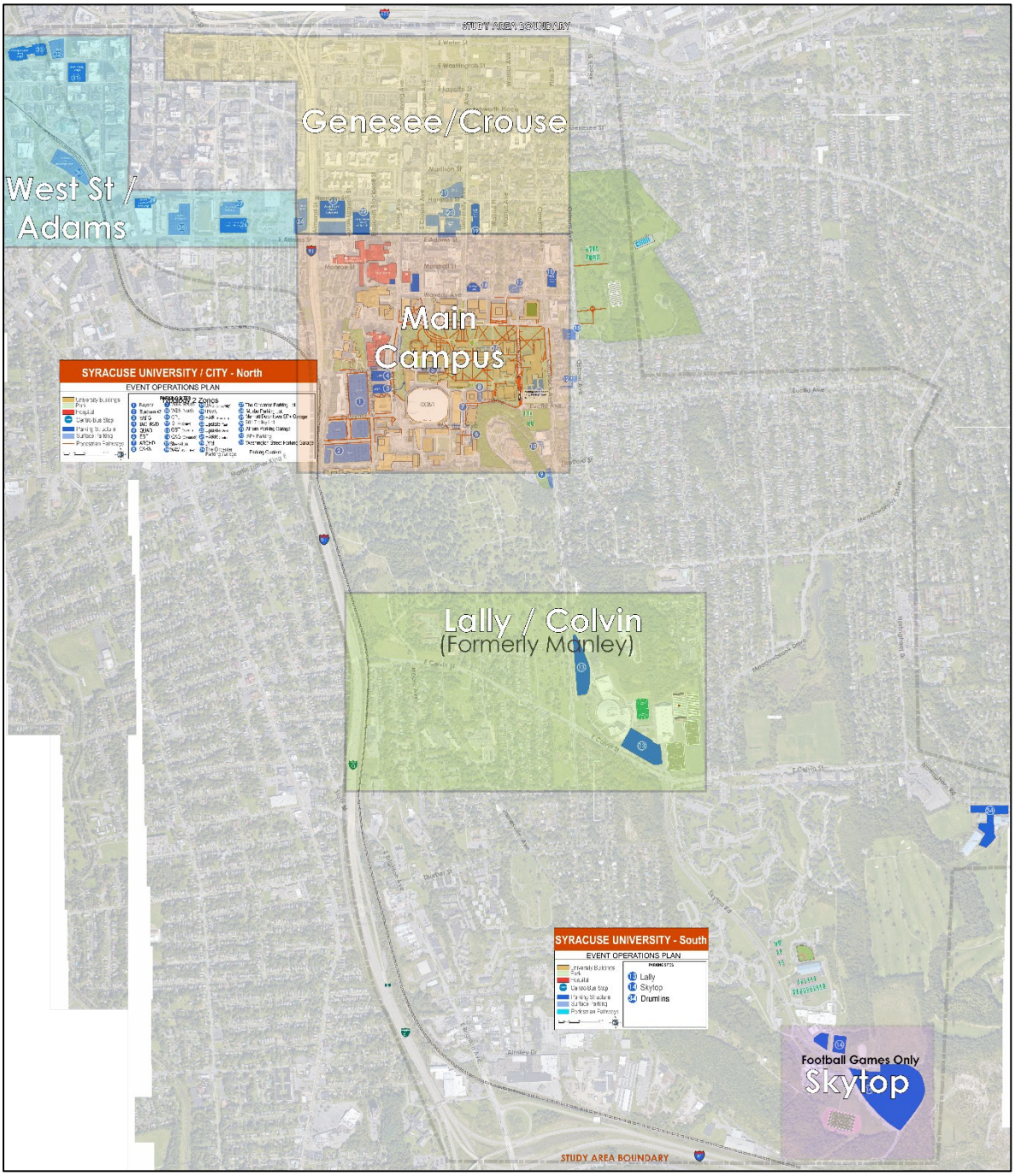
- Prioritized Staffing Locations
- Traffic Management Devices
- Stakeholder Coordination - Emergency Evac / Parking, Traffic, Transit Pre-Event Meeting
- Traffic Management Center and Signal Coordination
- Event Day Command Post lines of communication/protocols for parking/traffic responses
- Dome Command post coordination
- Traffic training for officers assigned to events

5 Event Typology #2

Attendees: (20,000-30,000)
Public Color: White
Key Events: Men's Basketball

This second operations plan will use Typology #1 as the basis but will withdraw certain services that are considered superfluous to the needs based on the size and nature of the event. The major changes are Drumlins and Brighton are NOT activated and Skytop is activated only for Football tailgating. This removes services and people associated with these zones. The strategies and actions are reflective of the general strategies in Typology 1. Only strategies and actions that have been modified will be detailed here.

Figure 16 - Active Zones for Type 2 Events



5.1 Pre-Event Communication

The essence of the pre-communications program should direct venue attendees to parking options in the active zones only. The focus of communication will be on the new access point from the north and the Van Buren Street roundabout.

5.1.1 Objectives

- Ensure that parking and travel information for the Main Campus and Geneses/Crouse zones are highlighted at the time of ticket purchasing.

5.1.2 Strategies

- Supply maps with directional information to the available parking sites for this typology.
- Consider including walk time information from each lot to the Dome along with difficulty of walk terrain (such as steep hills, no sidewalks, etc.).

5.2 Traffic (through the campus)

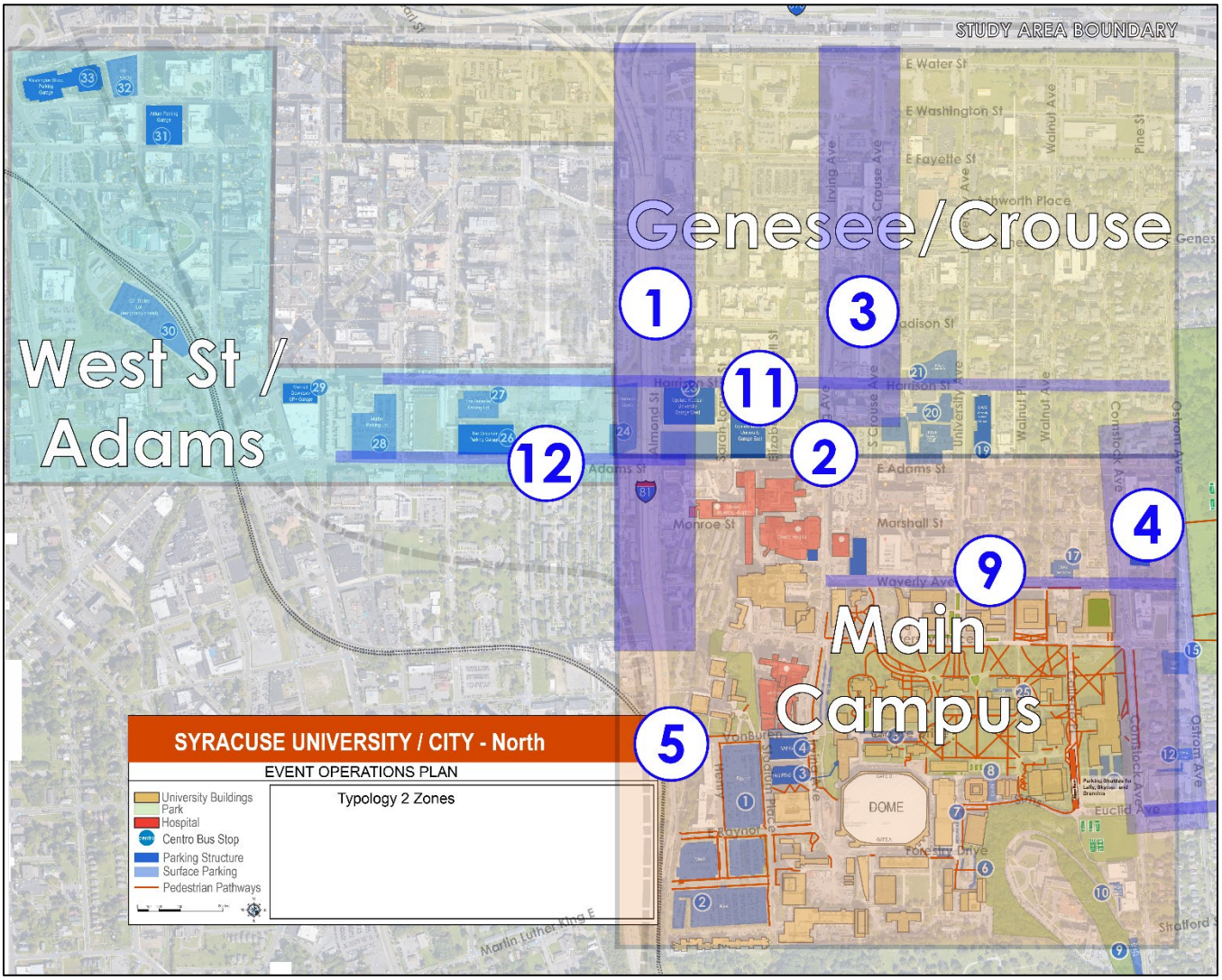
5.2.1 Objectives

- Clear the West Lots within 25 minutes of the end of an event (may require modification based on the proposed roundabout at Van Buren and BL-81/Almond Street).
- Clear the central campus area of traffic congestion to a free flow state within 30 minutes of the end of an event.
- Improve communications about congestion to the local community during the ingress and egress times via social media to reduce local travel or change travel patterns.
- Improve information provided to those driving to parking areas to take specific routes or directional approaches.

5.2.2 Strategies

Review each key intersection or street for Type 2 events (see **Figure 17**) and determine if they warrant a mitigation strategy.

Figure 17 - Key Streets & Intersections (Type 2 Events)



Note: Location numbers correspond to Table 3.

5.3 Regional Traffic and TDM

Same as Type 1 events.

5.4 Parking

Same as Type 1 events.

5.5 Signage and Wayfinding

Same as Type 1 events.

5.6 Multi-Modal Operations

Same as Type 1 events.

5.7 Shuttle Bus Operations

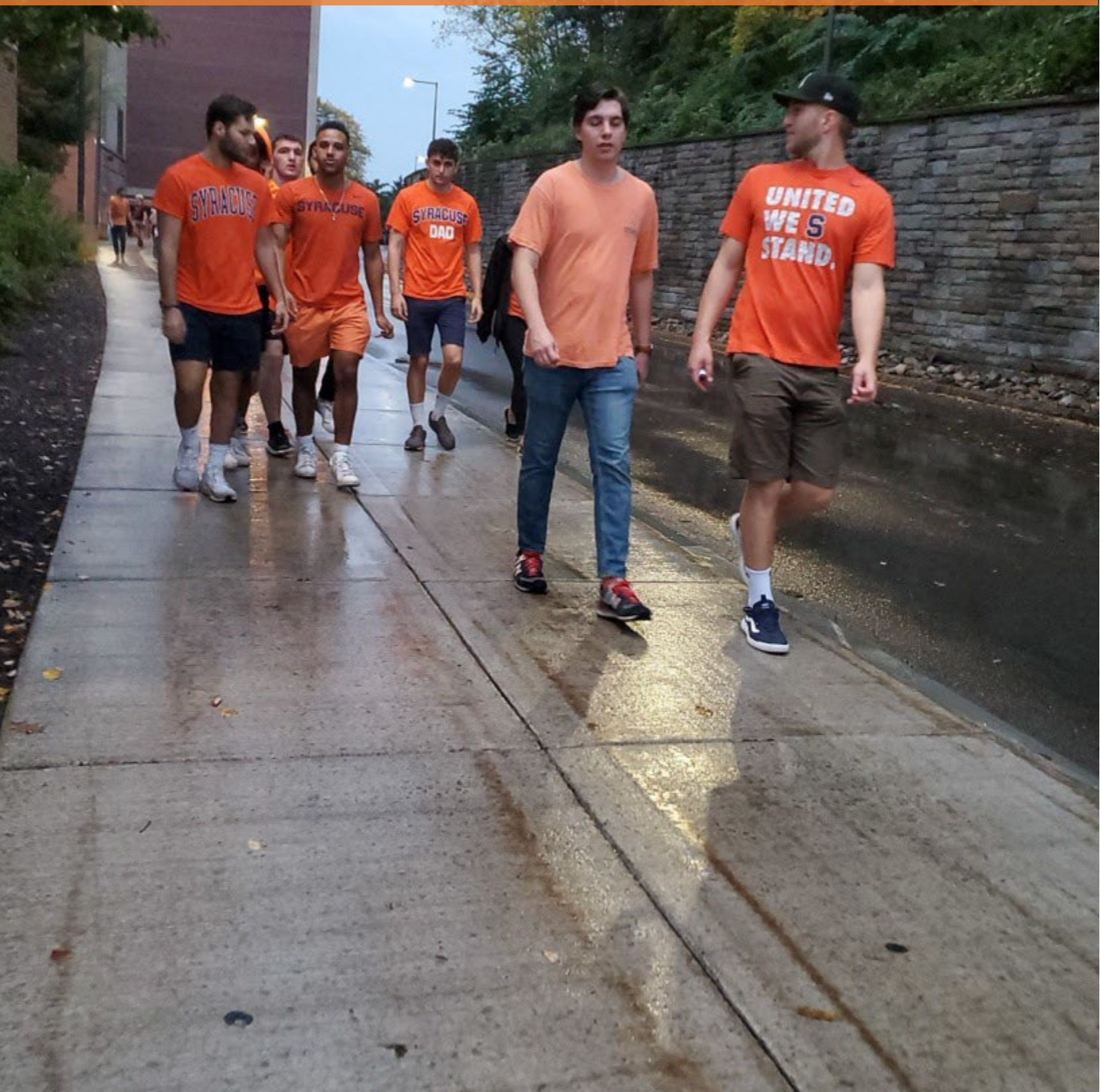
Same as Type 1 events for gameday downtown express (GDX) with lower frequencies. Limited Skytop shuttles.

5.8 Event Day Resources

Staffing only in impacted zones.

6 Event Typology #3

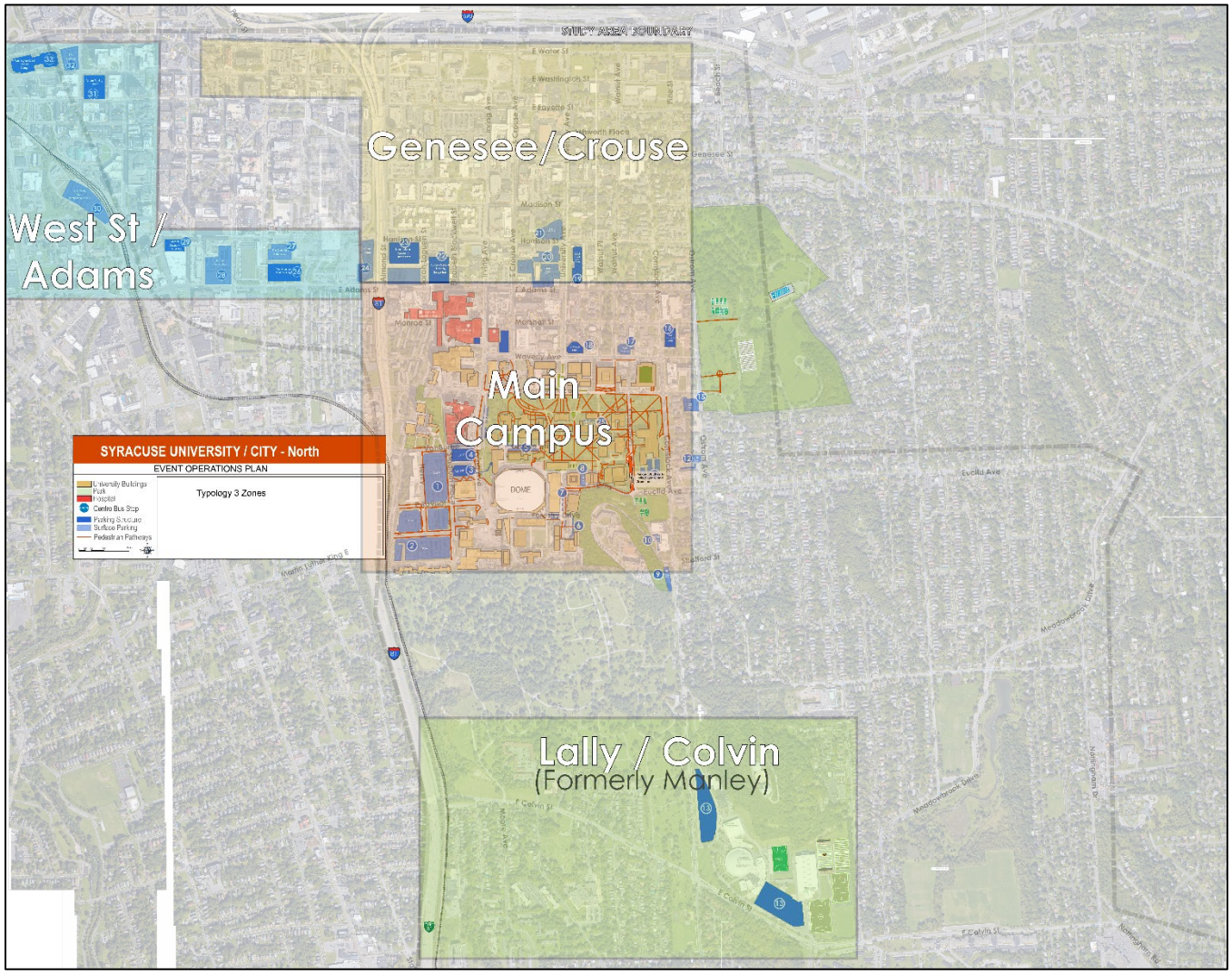
Attendees: (8,000-20,000)
Public Color: Blue
Key Events: Women's Basketball, Men's Lacrosse



Typology #3 will be the most commonly used operational plan based on the number of events within the attendee range. Type 3 will be based on a reduction of Typology 2. Changes include:

- Focus on the Main Campus Zone only
- No activation/staffing of West Lots but lots are open to event attendees
- Reduced frequency GDX shuttle from downtown
- No regional/remote park and shuttle services
- Reduced staffing levels

Figure 18 – Active Zone for Type 3 Events



6.1 Pre-Event Communication

Same as Type 2 events.

6.2 Traffic (through the campus)

Focus on improvements at locations noted in **Table 3**.

6.3 Regional Traffic and TDM

Same as Type 1 events.

6.4 Parking

Open parking, no staffing.

6.5 Signage and Wayfinding

Limited event-based signage.

6.6 Multi-Modal Operations

Same as Type 2 events.

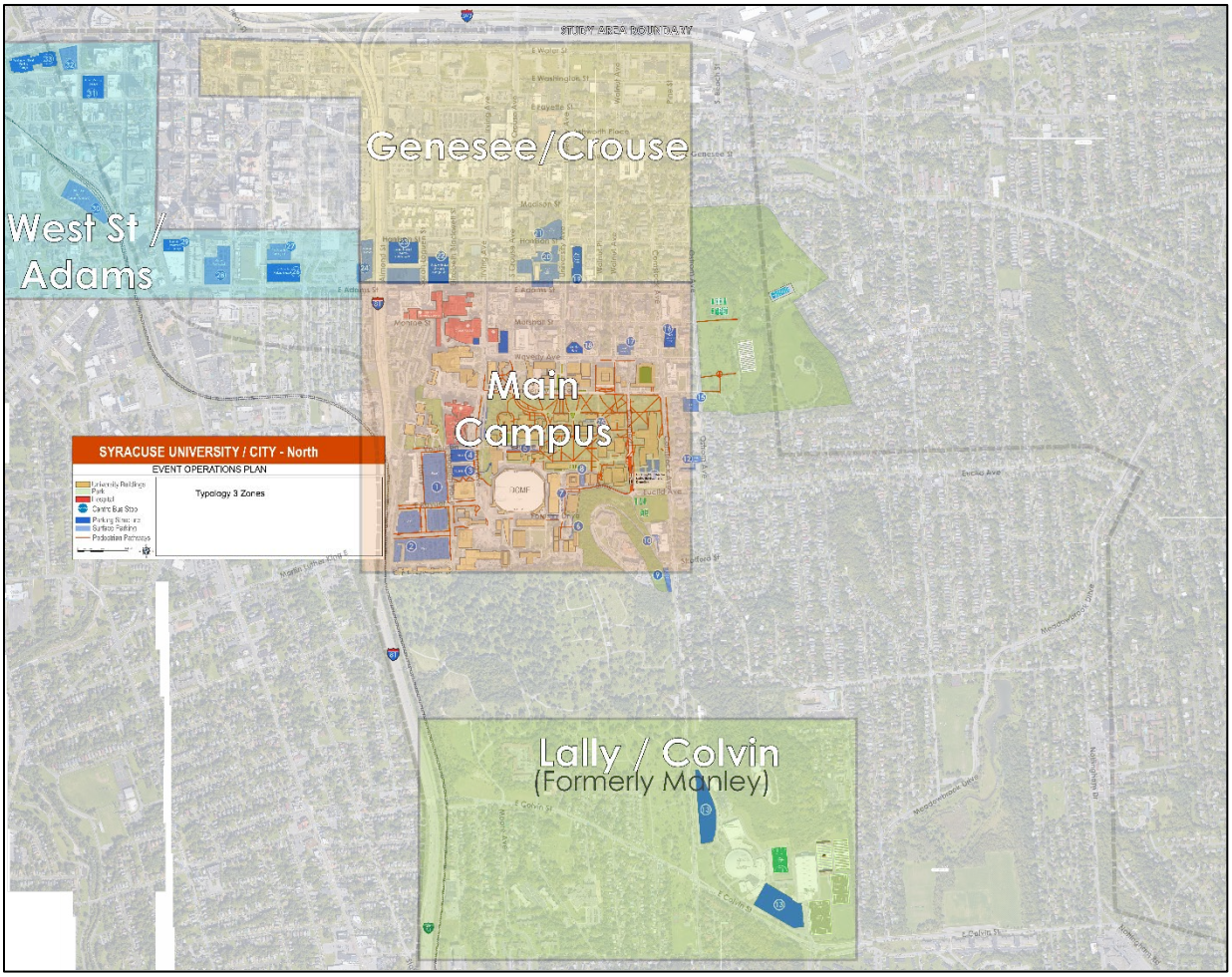
6.7 Shuttle Bus Operations

Not applicable.

6.8 Event Day Resources

Limited to key intersections only, as shown on **Table 3**.

Figure 19 – Key Streets & Intersections (Type 3 Events)



Note: Location numbers correspond to Table 3.