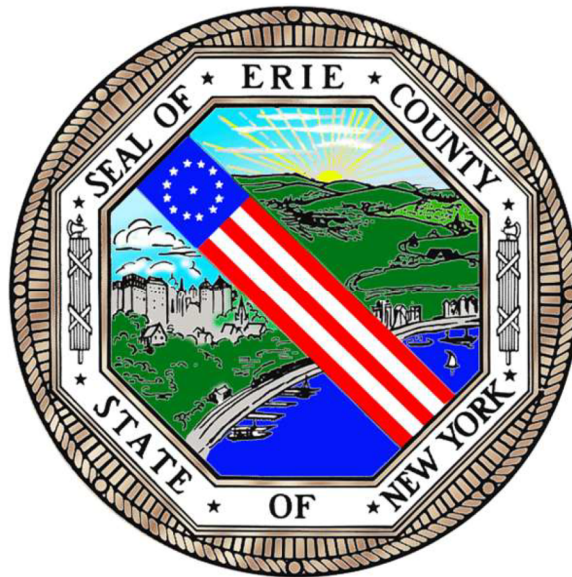


TRAFFIC MANAGEMENT PLAN HIGHMARK STADIUM

PREPARED FOR:

Erie County
Department of Public Works



10/12/2022

Background Information:

Highmark Stadium, (The Stadium) located in the Town of Orchard Park, in Erie County, is the home stadium for the NFL franchise Buffalo Bills, as well as other events. The Stadium is situated on the east side of Abbott Road (CR 4), between Southwestern Blvd. (US Rt. 20) and Big Tree Road (US Rt. 20A). The Stadium opened in 1973 and has undergone several renovations since that time. The stadium currently has a capacity of approximately 70,000 seats. There are 9,951 parking spaces on-site, as well as many private off-site parking facilities that are also available for stadium events. For purposes of this document, we will only address Buffalo Bills games at the Stadium, however, other events can also benefit from this plan.

Traffic Conditions at the Stadium and Previous Traffic Studies:

Historically, traffic is heavy on game-days from 8:00 AM until 11:00 AM and 4:00 until 7:00 PM for a standard 1:00 PM game start. With approximately 20,000 personal vehicles using the road network with the same destination, backups and delays were inevitable. Various methods were utilized over the years to manage the traffic. The Erie County Department of Public Works (ECDPW) retained a consultant to conduct a Traffic Impact Study to investigate existing conditions during Buffalo Bills games, and to make recommendations for feasible improvements for traffic flow and pedestrian safety. (The study was performed by Hatch Mott MacDonald during the fall of 2013 and completed in March of 2014.) This study made several recommendations for changes to game-day traffic management as well as several possible capital improvement suggestions to improve the flow of traffic to and from the stadium, as well as improve the safety of pedestrians.

Traffic Management Goals and Strategies:

The Traffic Management Plan for Highmark Stadium provides for cooperation and coordination with the highway agencies, law enforcement agencies and the stadium event staff to help control and manage the flow of traffic and to ensure a high level of safety. The following agencies are involved in managing traffic during games at the Stadium:

- **Highway Agencies:** Erie County Department of Public Works, Division of Highways; New York State Department of Transportation
- **Law Enforcement Agencies:** NYS State Police; Erie County Sheriff's Office; Orchard Park Police Department
- **Other Agencies:** Erie County Emergency Services; Niagara International Transportation Technology Coalition (NITTEC); NYS Thruway Authority; Stadium Event Staff

Erie County requested Popli Design Group bring the various documents from the different agencies together into one comprehensive document.

The goal of any traffic management plan is to provide safe and efficient traffic flow within a given area, for a given event, in this case Buffalo Bills' games at Highmark Stadium. The road network of concern is: Abbott Road (CR 4), Southwestern Blvd. (US Rt. 20), and Big Tree Road (US Rt. 20A). The following goals were developed for the Stadium traffic:

Traffic Management Goals:

1. **Vehicle Traffic:** Reduce vehicle conflicts and create additional capacity to ease congestion and delays.
2. **Pedestrian Traffic:** Reduce vehicle/pedestrian conflicts and create a safer space for pedestrians to enter and exit the stadium.
3. **Communications:** Provide real time traffic data for motorists traveling to, from, and around the Stadium during events.
4. **Plan Review:** Review the plan for continuous improvement.

Strategies:

To attain the goals set forth, the following strategies were developed:

1. **Vehicle Traffic:** To have an efficient flow of traffic with a high degree of safety, to address vehicular capacity, to and from the Stadium, the following specific strategies were developed:
 - a. Use lane restrictions to limit turns.
 - b. Use lane re-assignments to increase through capacity.
 - c. Use manned traffic control (Law Enforcement/flagger) to facilitate turning movements.
2. **Pedestrian Traffic:** To have an efficient flow of pedestrian traffic, to and from the Stadium, with a high degree of safety, the following specific strategies were developed:
 - a. Separate pedestrians from vehicle traffic whenever possible.
 - b. Designate pedestrian corridors.
 - c. Use manned traffic control (Law Enforcement/flagger) to facilitate pedestrian movements.
3. **Communications:** To provide real time information the following strategies were developed:
 - a. Use CCTV cameras to monitor traffic conditions and develop messaging.
 - b. Utilize existing Dynamic Message Signs (DMS) and Portable Variable Message Signs (PVMS) to alert motorist to event traffic, and possible alternate routes.
 - c. Utilize media outlets to alert motorist to event traffic, and possible alternate routes.
4. **Plan Review:** To review the plan on a regular basis to provide for continuous improvement the following strategies were developed:
 - a. Review the plan at the end of the Buffalo Bills' season to discuss what worked and what didn't.
 - b. Develop changes to the plan.
 - c. Meet to review the plan prior to the start of the Buffalo Bills season.

Methodologies were developed to meet the goals and strategies. These methods are presented as pre and post event documents in Appendix A and B of this document.

The goal of any traffic management plan is to provide safe and efficient traffic flow within a given area, for a given event, in this case Buffalo Bills' games at Highmark Stadium. The road network of concern is: Abbott Road (CR 4), Southwestern Blvd. (US Rt. 20), and Big Tree Road (US Rt. 20A). The following goals were developed for the Stadium traffic:

Traffic Management Goals:

1. **Vehicle Traffic:** Reduce vehicle conflicts and create additional capacity to ease congestion and delays.
2. **Pedestrian Traffic:** Reduce vehicle/pedestrian conflicts and create a safer space for pedestrians to enter and exit the stadium.
3. **Communications:** Provide real time traffic data for motorists traveling to, from, and around the Stadium during events.
4. **Plan Review:** Review the plan for continuous improvement.

Strategies:

To attain the goals set forth, the following strategies were developed:

1. **Vehicle Traffic:** To have an efficient flow of traffic with a high degree of safety, to address vehicular capacity, to and from the Stadium, the following specific strategies were developed:
 - a. Use lane restrictions to limit turns.
 - b. Use lane re-assignments to increase through capacity.
 - c. Use manned traffic control (Law Enforcement/flagger) to facilitate turning movements.
2. **Pedestrian Traffic:** To have an efficient flow of pedestrian traffic, to and from the Stadium, with a high degree of safety, the following specific strategies were developed:
 - a. Separate pedestrians from vehicle traffic whenever possible.
 - b. Designate pedestrian corridors.
 - c. Use manned traffic control (Law Enforcement/flagger) to facilitate pedestrian movements.
3. **Communications:** To provide real time information the following strategies were developed:
 - a. Use CCTV cameras to monitor traffic conditions and develop messaging.
 - b. Utilize existing Dynamic Message Signs (DMS) and Portable Variable Message Signs (PVMS) to alert motorist to event traffic, and possible alternate routes.
 - c. Utilize media outlets to alert motorist to event traffic, and possible alternate routes.
4. **Plan Review:** To review the plan on a regular basis to provide for continuous improvement the following strategies were developed:
 - a. Review the plan at the end of the Buffalo Bills' season to discuss what worked and what didn't.
 - b. Develop changes to the plan.
 - c. Meet to review the plan prior to the start of the Buffalo Bills season.

Methodologies were developed to meet the goals and strategies. These methods are presented as pre and post event documents in the Appendix to this document.

Responsibilities:

The following entities are responsible for implementing this plan:

Action	Figure	Responsible Party
PRE-GAME ACTIONS		
Abbott Rd. closure at Big Tree Rd.	Figure 2	ECDPW provides signs and cones
Abbott Rd. closure at Lot 2.	Figure 3	ECDPW provides signs, cones, and barricade truck
Abbott Rd. closure at Lot 4.	Figure 4	ECDPW provides signs, cones, and barricade truck
Abbott Rd. closure at Southwestern Blvd.	Figure 5	ECDPW provides signs and cones
Abbott Rd. lane conversion north of Southwestern Blvd.	Figures 5-7	ECDPW provides signs and cones
Southwestern Blvd. lane conversion	Figures 8-10	ECDPW provides signs and cones
Milestrip Rd. and California Rd. intersection	Figure 11	ECDPW provides cones
POST-GAME ACTIONS		
Abbott Rd. closure at Big Tree Rd.	Figure 2	ECDPW provides signs and cones Same as Pre-game
Abbott Rd. closure at Lot 2.	Figure 3	ECDPW provides signs, cones, and barricade truck. Same as Pre-game
Abbott Rd. closure at Lot 4.	Figure 4	ECDPW provides signs, cones, and barricade truck. Same as Pre-game
Abbott Rd. closure at Southwestern Blvd.	Figures 5 & 13	ECDPW provides signs and cones Same as Pre-game
Abbott Rd. lane conversion north of Southwestern Blvd.	Figures 13-15	ECDPW provides signs and cones Change to 3 lanes northbound
Southwestern Blvd. lane conversion	Figures 17-20	ECDPW provides signs and cones Change to 3 lanes eastbound
Milestrip Rd. and Abbott Rd. intersection	Figure 16	ECDPW provides cones to close left turn lane
Big Tree Rd. lane conversion from Abbott Rd. to US Rt. 219	Appendix C	Buffalo Bills will provide signs and cones to implement detour

The Erie County Sheriff's Office will provide oversight and staffing at various locations during the event to facilitate the above traffic changes. See Appendix E.

**TRAFFIC MANAGEMENT PLAN
HIGHMARK STADIUM**

ADDPENDIX A

PRE-GAME

Vehicle and Pedestrian Traffic

(See Figure 1 for site map)



FIGURE 1

PRE-GAME
ABBOTT ROAD AND BIG TREE ROAD

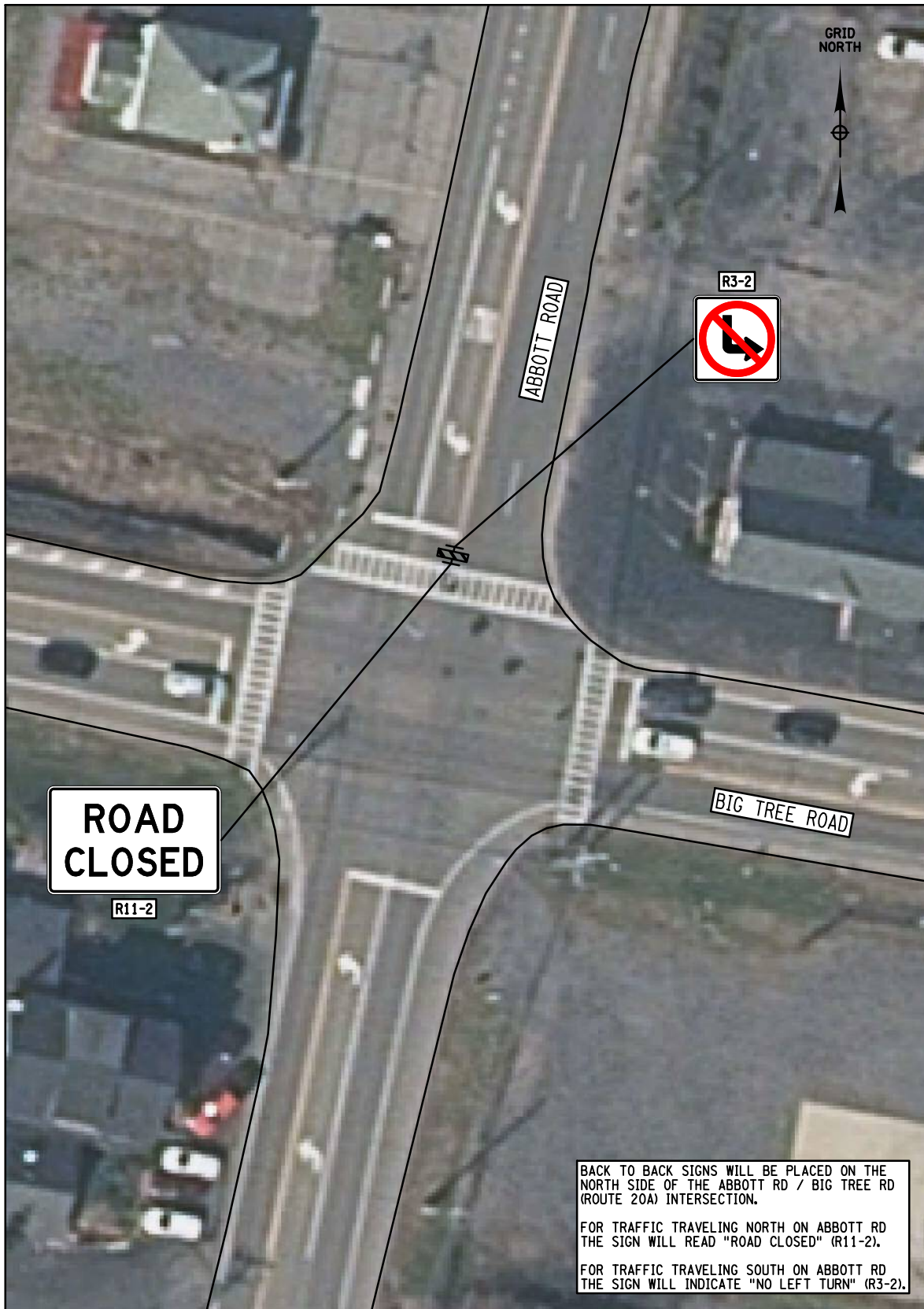


FIGURE 2

PRE-GAME
ABBOTT RD AT SOUTH PEDESTRIAN CROSSING

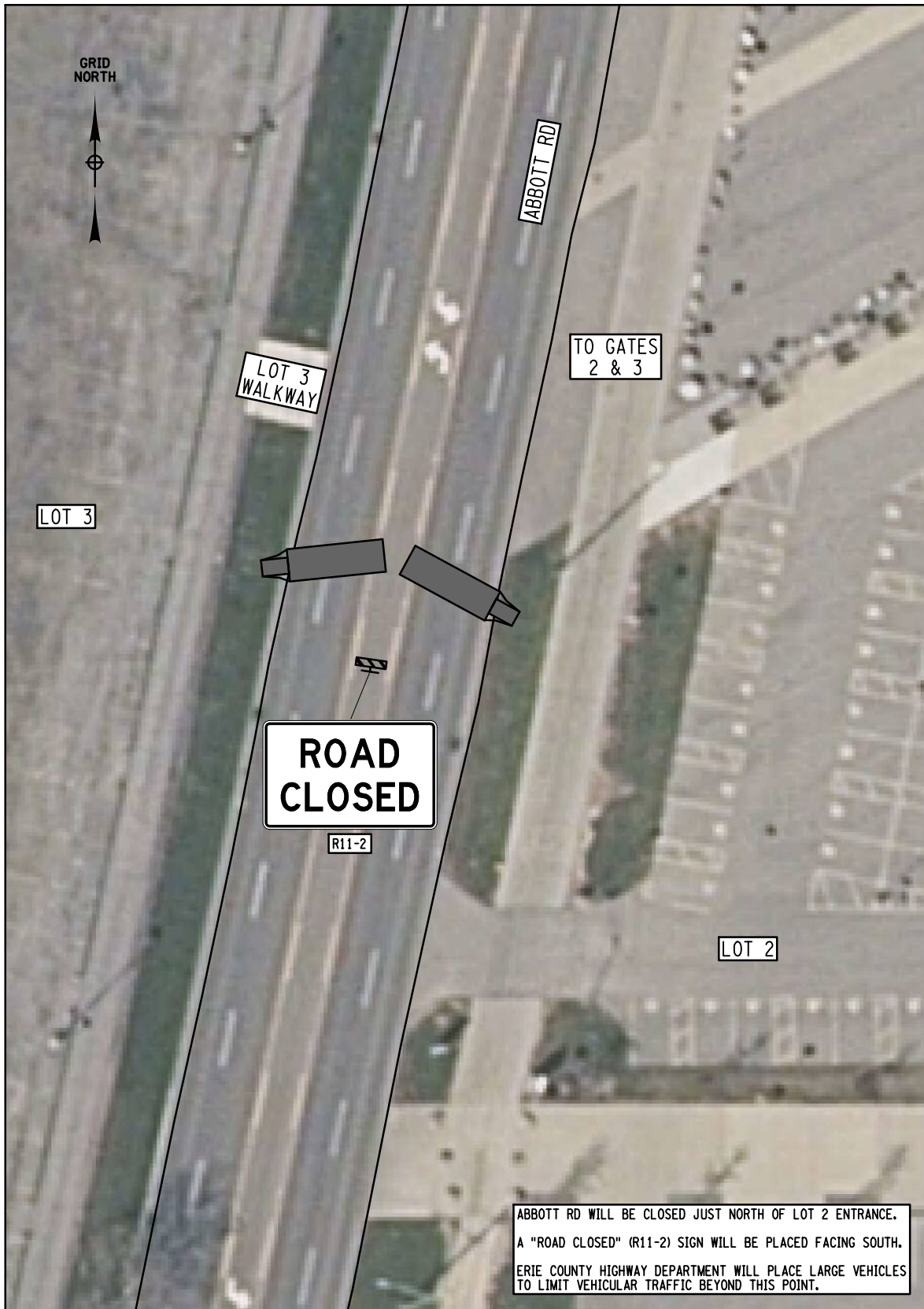


FIGURE 3

PRE-GAME
ABBOT ROAD AT NORTH PEDESTRIAN CROSSING



FIGURE 4

**PRE-GAME
ABBOT ROAD AND SOUTHWESTERN BOULEVARD**



FIGURE 5

PRE-GAME
ABBOT ROAD AND MILESTRIP ROAD



FIGURE 6

PRE-GAME
ABBOT ROAD AT KETTLES KORNER



FIGURE 7

PRE-GAME
SOUTHWESTERN BOULEVARD AT CALIFORNIA ROAD



FIGURE 8

PRE-GAME
SOUTHWESTERN BOULEVARD AT STADIUM DRIVE



FIGURE 9

PRE-GAME
SOUTHWESTERN BOULEVARD AT TOUCHDOWN DRIVE



FIGURE 10

PRE-GAME
MILESTRIP ROAD AND CALIFORNIA ROAD



FIGURE 11

**TRAFFIC MANAGEMENT PLAN
HIGHMARK STADIUM**

ADDPENDIX B

POST-GAME

Vehicle and Pedestrian Traffic

(See Figure 12 for site map)



FIGURE 12

Post-Game Methods to increase vehicle capacity and pedestrian safety

- Close Abbott Road at the Stadium to provide a safe pedestrian crossing from the parking lots on the west side of Abbott Road to the Stadium on the east side
- Lane restrictions on Abbott Road north of Southwestern Blvd. to provide a pedestrian corridor
- Lane restrictions on Big Tree Road to provide a pedestrian corridor
- Lane restrictions on Abbott Road north of Southwestern Blvd. to provide increased vehicle capacity
- Southwestern Blvd. lane restrictions to provide increased vehicle capacity
- Lane restrictions on Big Tree Road from Abbott Road to US Rt. 219 to provide two lanes eastbound and closed to westbound traffic to increase vehicle capacity

The specific tasks to accomplish the goals using these methods will require the following:

ABBOTT ROAD, CR 4

1. Abbott Road will be closed to through traffic from Big Tree Road to Southwestern Blvd. until approximately 1 hour after the game. This will be accomplished utilizing signs, barrier vehicles, and other traffic channelizing devices. Traffic will be allowed on Abbott Rd. to enter and exit the parking lots.
2. At the intersection of Big Tree Road, place ROAD CLOSED sign (R11-2) for northbound traffic and a NO LEFT TURN sign (R3-2) for southbound Abbott Road traffic. See Figure 2.
3. Complete closure of Abbott Road at the north and south pedestrian crossings (Lot 2 and Lot 6) by providing physical barrier to traffic. See Figures 3 and 4.
4. At the intersection of Southwestern Blvd. place ROAD CLOSED sign (R11-2) for southbound traffic and a NO LEFT TURN sign (R3-2) for northbound Abbott Road traffic. Provide a NO LEFT TURN sign (R3-2) for westbound traffic on Southwestern Blvd. (US Rt. 20). Also, provide channelizing devices (cones or drums) to be used by law enforcement. See Figure 5.
5. Abbott Road will be converted to 3 lanes of traffic northbound, and 1 southbound, from Southwestern Blvd. (US Rt. 20) to Milestrip Road (NY Rt. 179). See Figures 13, 14, & 15.
6. Establish a pedestrian corridor using traffic cones within the right most northbound lane (east side curb lane) of Abbott Road, from Southwestern Blvd. to near Webster Road (#3719 Abbott Road). See Figures 13, 14, & 15.

SOUTHWESTERN BLVD. (US RT 20)

7. Between the Erie Community College entrance and Touchdown Drive, convert Southwestern Blvd. to 3 lanes westbound and 2 eastbound. See Figures 17 and 18.
8. Between Touchdown Drive and Abbott Road, transition the 3 westbound to 3 eastbound lanes. See Figure 18.

9. Between Stadium Dr. and California Rd., Southwestern Blvd. will channelize through westbound traffic to the left most lane, reserving the north curb lane for vehicles exiting the north side parking lots. Place channelizing devices so to prohibit left turn movements. This will provide 3 lanes eastbound and 2 lanes westbound. See Figure 19.
10. Southwestern Blvd. will be converted to 3 lanes eastbound and 2 lanes westbound from Abbott Road to S. Benzing Road. Lane tapers will be set up past S. Benzing Road to return the eastbound traffic to 2 lanes, as shown in Figure 20.

MILESTRIP ROAD AT ABBOTT ROAD

11. Do not allow westbound left turn lanes to open on Milestrip Road (NY Rt. 179) at the Abbott Road intersection. See Figure 16.

BIG TREE ROAD (US RT 20A)

12. To provide increased vehicle capacity and to improve pedestrian safety, Big Tree Road will be closed to westbound traffic at US Rt. 219 starting approximately half way through the game.
13. Big Tree Road will be converted to eastbound operation only. Big Tree Road will be closed to westbound traffic and the two (2) traffic lanes will be utilized for eastbound travel from Abbott Road to the US Rt. 219 interchange ramps.
14. A pedestrian corridor will be created utilizing channelizing devices along the wide eastbound and westbound shoulders.
15. See Figure 21 for a breakdown of tasks for this closure.

POST-GAME
ABBOTT RD & SOUTHWESTERN BLVD

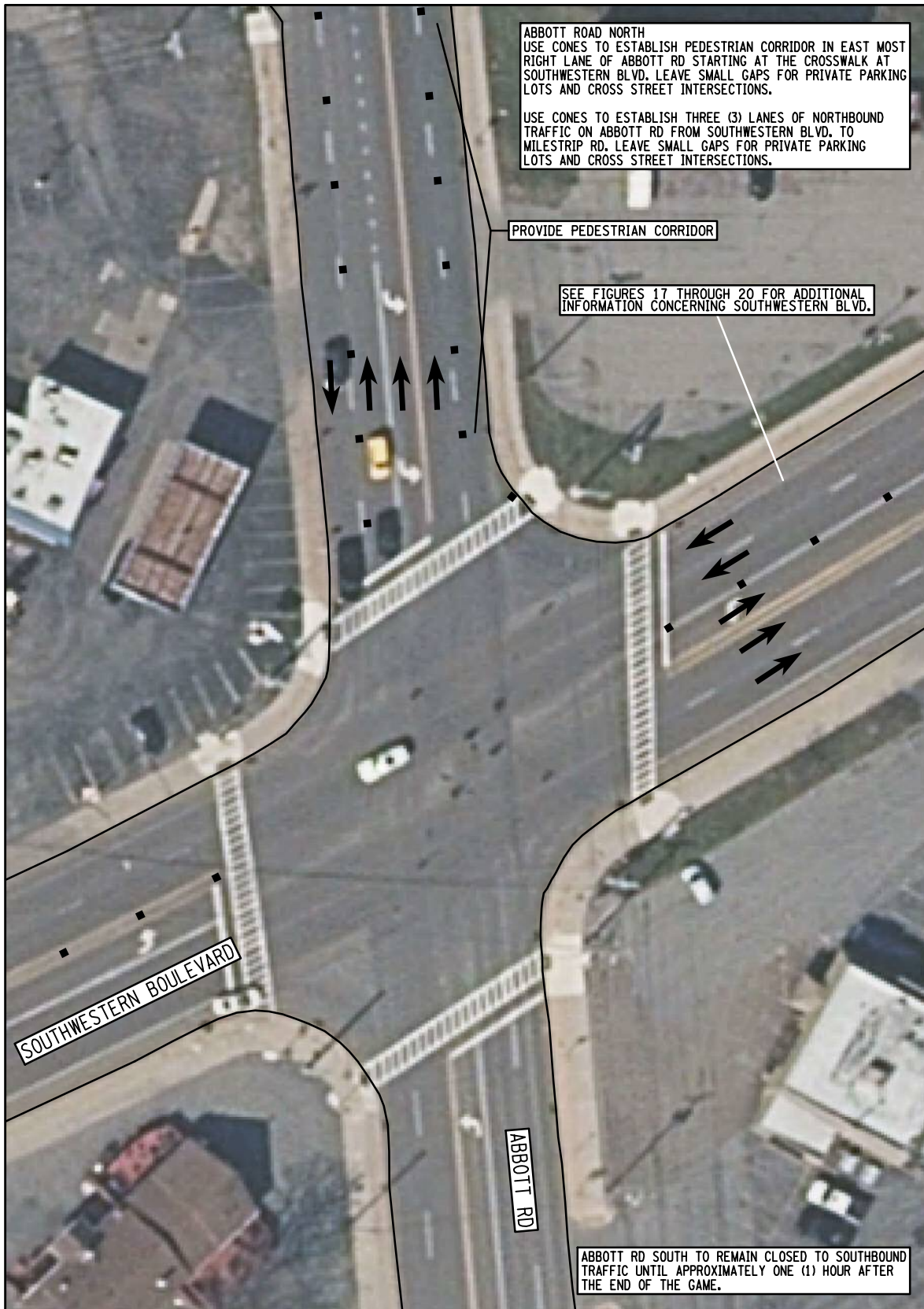


FIGURE 13

POST-GAME
3719 ABBOTT RD. PEDESTRIAN CORRIDOR



FIGURE 14

POST-GAME
ABBOTT RD AT MILESTRIP RD

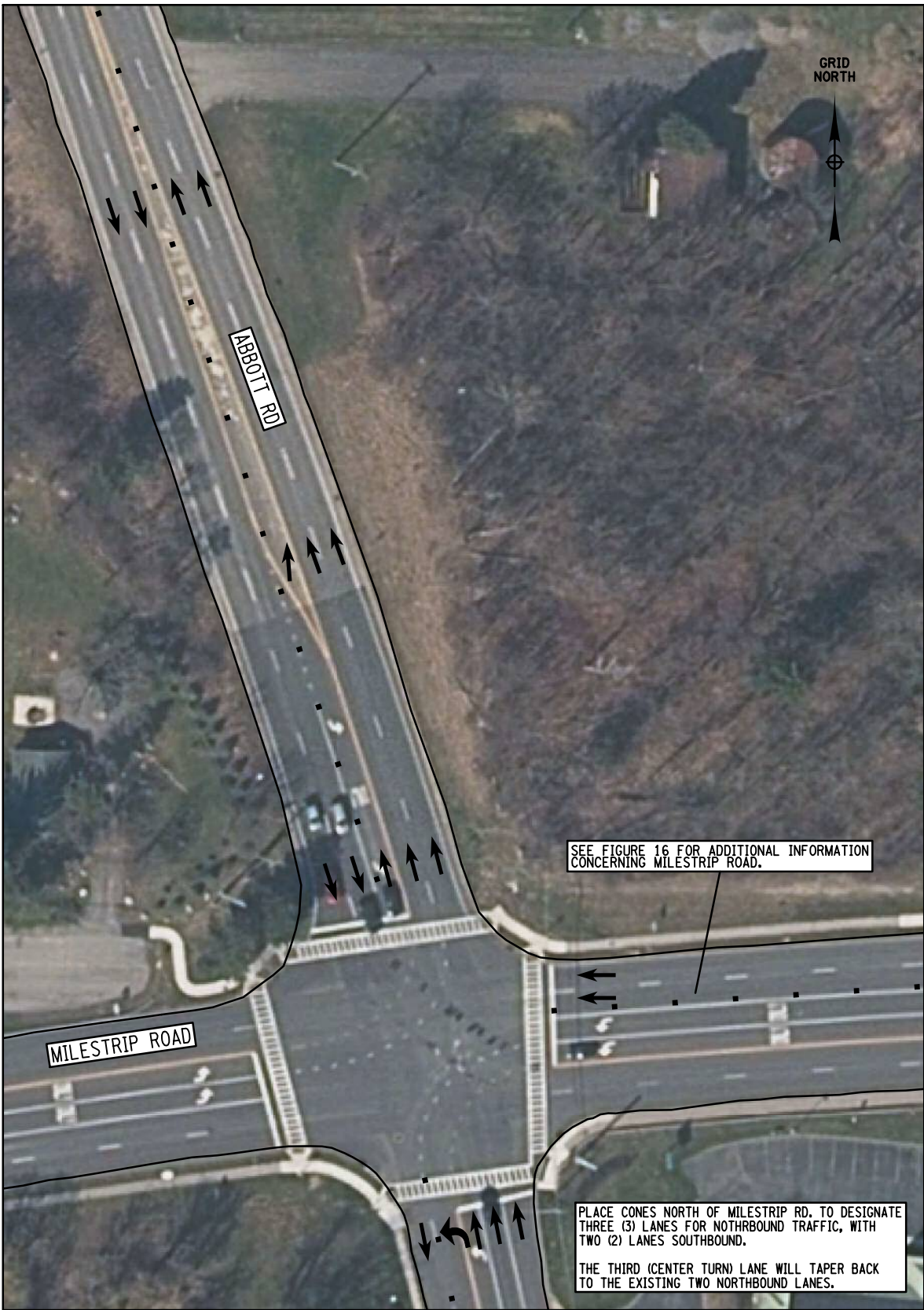


FIGURE 15

POST-GAME
MILESTRIP RD - ABBOTT RD TO CALIFORNIA RD



FIGURE 16

POST-GAME
SOUTHWESTERN BLVD AT ECC DRIVEWAY



FIGURE 17

POST-GAME
SOUTHWESTERN BLVD AT TOUCHDOWN DR



FIGURE 18

POST-GAME
SOUTHWESTERN BLVD AT STADIUM DR



FIGURE 19

POST-GAME
SOUTHWESTERN BLVD AT STADIUM DR



FIGURE 20

**TRAFFIC MANAGEMENT PLAN
HIGHMARK STADIUM**

ADDPENDIX C

Big Tree Road Closure

OPERATION AND SAFETY PLAN CHECKLIST - 2022

Event Map: See maps attached.

Description of Event:

Big Tree Road (20A) to be closed to west bound traffic 30 minutes prior to the end of all Buffalo Bills home games and stadium concerts until approximately 60-90 minutes after the game concludes during postgame egress. Traffic from Field House Drive and Regional Drive from the Bills parking lots will be the exit roads for vehicles leaving the Bills parking lots and traveling east bound toward Route 219. The Erie County Sheriff will coordinate the control of Big Tree Road (20A) and close the road to west bound traffic and manage the egress of vehicles leaving the game from Field House Drive and Regional Drive until traffic clears. Signage, cones and barricades and the Erie County Sheriff will be utilized to close the westbound traffic points at the surrounding side roads and areas leading up to California Rd and Route 219.

Table of all intersections:

There are no traffic lights to monitor. Erie County Sheriff to control traffic during egress on Big Tree Road (20A) from Drive 1 leaving the Bills parking lots through east bound lanes to California Road. Additional signage and digital boards will alert drivers of the west bound road closure in these areas and also at the 219 exit for Route 20A in Orchard Park.

Locations requiring traffic control for event: See map attached with sketches.

Detours: See attached map and drawing.

List all Railroad Grade Crossings: N/A

Pre-Event Public Notification: See attached map.

CMS will include pre-event text beginning three days prior to the home games or concerts. CMS stays in place during season and is updated each home game. Example; "Big Tree Road (20A) west bound traffic closed from 3:30 p.m. until 5:30 p.m. this Sunday during Bills postgame."

Coordination:

Erie County Sheriff will be located in Buffalo Bills Emergency Event Command Center and will be notified by the Buffalo Bills Event Manager and/or Bills Security Director when there is approximately 30 minutes left before the Bills home game or concert concludes – approximately 3:30 p.m. for a 1:00 p.m. game, 10:45 p.m. for an 8:15 p.m. game, 6:30 p.m. for a 4:00 p.m. game, 9:30 p.m. for a 7:00 p.m. game, or 11:00 p.m. for a concert ending at 11:30 p.m. Erie County Sheriff will deploy their traffic detail to take control of Big Tree Road (20A) and close it to west bound traffic to prepare for the postgame traffic egress from Field House Drive and Regional Drive leaving the game at Highmark Stadium. The west bound traffic will be re-opened approximately 90 minutes after the game ends or until traffic clears.

Private property owners have been reminded via letter from the Buffalo Bills regarding the road closure information in advance. In addition, all Bills fans purchasing tickets to each game will be notified via email three-four days before every game/concert. Also, all Bills fans that are Facebook, Twitter or other Followers of the Bills sites will be notified via Social Media. The road closure information is also included on the Bills website.

The New York State Department of Transportation, Erie County Sheriff, Allpro Parking, NITTEC (Niagara International Transportation Technology Coalition), Erie County Department of Highways, Buffalo Bills, Orchard Park Police Department, Comet Flasher, and Erie County Department of Law are the entities that team together to formalize the postgame road closure plan. All parties agree that this plan improved the safety of pedestrians leaving the game and

improved the traffic egress flow from the stadium in 2013 when initially implemented and again in 2014-2019. There is less disruption for vehicles since they all travel in the same direction for this postgame timeframe – vehicles are no longer stuck traveling eastbound on Big Tree Road (20A) against traffic and pedestrians in an unsafe manner. The signage plans and communication plans to alert fans, property owners and the public promotes fan safety, improved traffic flow and an enhancement to the game day experience at Highmark Stadium. The convenience for pedestrians and vehicles is greatly enhanced and the recommendation of all parties has been incorporated into this Operation and Safety Plan.

Event Day Communications:

Communications system is radio and secondarily cell phone. Emergency Services Event Command Center will have access and authority to communicate with appropriate personnel on game day.

Emergency Services:

An Emergency Services Event Command Center is located in the stadium on the 3rd floor of the Old Bills Administration Office. It is staffed by the Erie County Sheriff, Buffalo Bills Security and Event Operations personnel, AMR (Rural Metro Emergency Medical Services), Erie County Emergency Services and Windom Fire Department. In emergency situations, the Event Command Center will be notified and the appropriate emergency communication will be shared with the Sheriff and/or other relevant emergency services personnel in order to re-open Big Tree Road (20A) and allow for emergency vehicles to pass.

Spectator Control:

Fans and pedestrians leaving the Bills games or stadium concerts will have the road shoulders to walk without vehicles driving on the shoulder. In addition, all vehicles will be traveling one direction which will allow for a much safer and manageable egress for vehicles and pedestrians all walking in the same direction (east bound leaving the stadium). Pedestrian walkways and signage will lead fans in the appropriate direction toward Big Tree Road (20A) and eastbound exit.

Pavement Markings: N/A

Event Day Signing: See map attached.

Event Support Vehicles:

Erie County Sheriff Vehicles will be positioned strategically to help show the road closure of westbound traffic and will have their lights on for further visibility and awareness.

Implementation Plan for Big Tree Road/20A - 2021-22

Approximate Time (Game Time)	Responsible Player	Action Item	Location (Map Key)
2:30 PM (Halftime)	ECDPW	Drop additional traffic cones at California and Drive 1, barricades at Queen Court and Cobham Dr, and temporary signage on 20A.	
1:00-3:00 PM	Comet Flasher	Stage detour signage and barricades (stage barricades at 219 on shoulder).	
3:00 PM (3rd qtr.)	Erie County Sherriff	Deploy officers to 20A post.	
3:15 PM (3rd qtr.)	Wyndam Fire	Deploy engine to 20A/219 interchange	
3:15 PM (3rd qtr.)	Erie County Sherriff	Stage tow truck @ Drive 1	
3:30 PM (4th qtr.)	Erie County Sherriff	Zone 3 Commander to "Start" detour	
3:30 PM (4th qtr.)	Erie County Sherriff	Erect temporary signage on 20A and barricades on Queen Ct. and Cobham Dr.	
3:30 PM (4th qtr.)	Comet Flasher	Activate detour (barricades at 219 and drive 1 being last implementation items)	
3:30 PM (4th qtr.)	Erie County Sherriff	Drive squad car as "last vehicle" westbound from 219 to Drive 1	
3:30 PM (4th qtr.)	Erie County Sherriff	Place cones at Drive 1 and California	
3:30-6:30 PM	All	Monitor one-way operations noting any areas for improvement or of concern	
6:30 PM	Erie County Sherriff	Zone 3 Commander to "End" detour	
6:30 PM	Comet Flasher	Deactivate detour	
6:30 PM	Erie County Sherriff	Remove temporary signage on 20A, Barricades at Queens Ct. and Cobham Dr. and cones at Drive 1 and California.	
6:30 PM	ECDPW	Retrieve temporary signage on 20A, Barricades at Queens Ct. and Cobham Dr. and cones at Drive 1 and California.	
		NOTE:	
		*Adjustments to this plan will be based on the feedback of the Sheriff and those working the closure plan.	



TMP

(formerly RALPH WILSON STADIUM)

The New Era Field Traffic Management Plan (TMP) is to be used to inform the traveling public of potential traffic problems.

TMP SUMMARY

- This TMP will be implemented 5 hours prior to a Stadium event. The TMP will utilize DMS, PVMS and HAR. This phase will give suggested alternate preferred routes to the stadium event. Once congestion and/or closures take place DMS and HAR messaging will be adjusted as conditions merit.

INTELLIGENT TRANSPORTATION SYSTEM

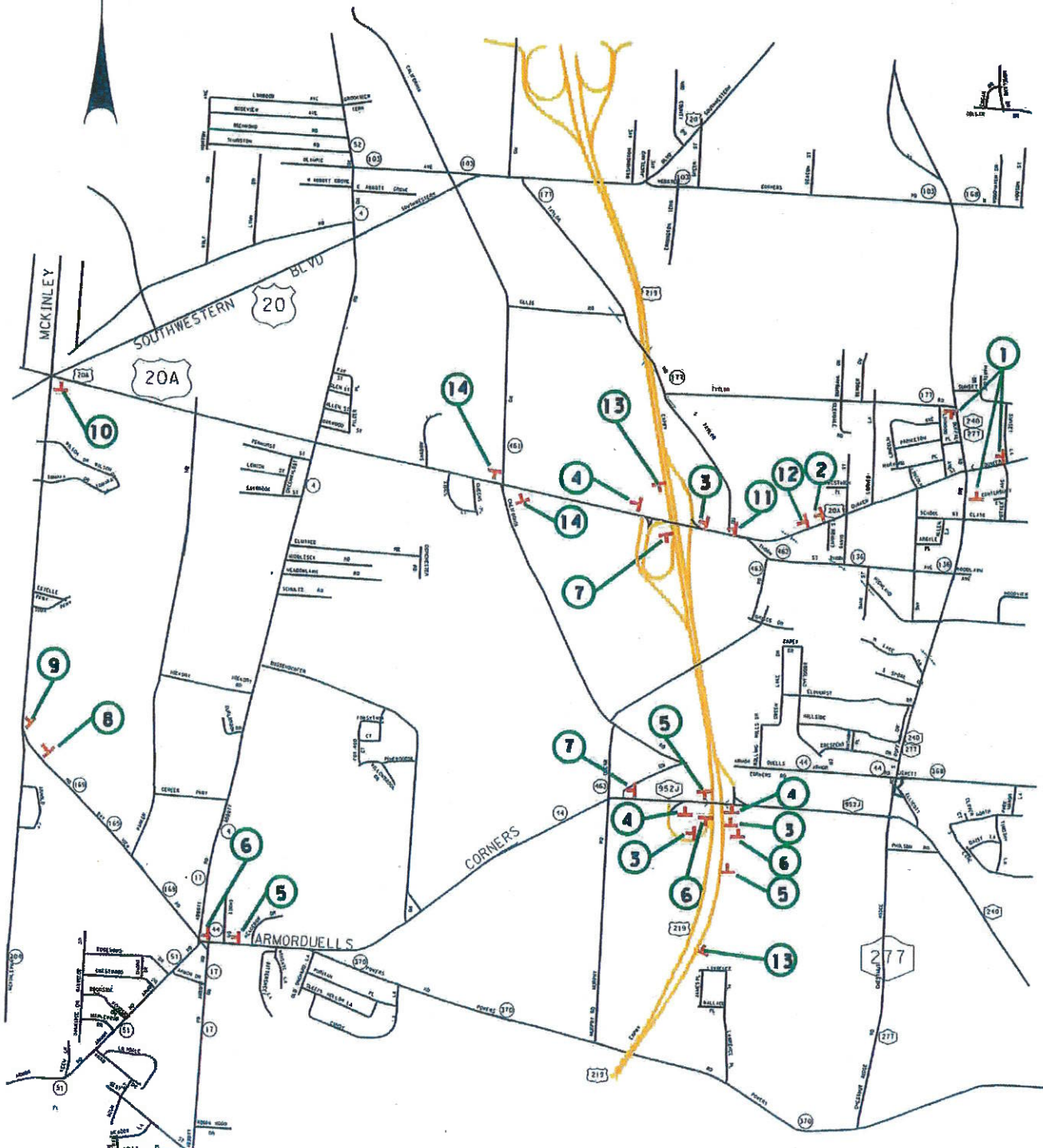
- PVMS - This plan contains individual PVMS and DMS messages to be used during normal conditions, heavy congestion, and a ramp closure on Route 219 South at Route 179 (Milestrip Road) MP 62.8. These messages will be activated five hours before game time (See Schedule). The messages will be deactivated one hour following game time after contacting the Erie County Sheriffs, confirming all traffic issues have been cleared.
- Permanent DMS - I-90 West boards will be used to direct traffic to Route 219 and Route 20A (Big Tree Road) MP 61.0. I-190 South boards will be used to direct traffic to Route 5, then Route 179 to McKinley Parkway.
- CCTV - Use camera 132 to monitor traffic.

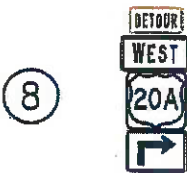
COMMUNICATION

- Communication - the Erie County Sheriffs will be the main source of information to be used during this period. The stadium command center will be the main point of contact.
- Stadium Command Center Phone - 648-4903.
- The NISTA TSOC should be contacted when NITTEC receives information delays and traffic back-ups on the Thruway or Thruway DMS message revisions.

EMERGENCY CONTACTS FOR BUFFALO BILLS GAMES

- Stadium Command 648-4903
- Hamburg Police Dispatch 648-5111
- Orchard Park Police 662-6444
- NYS DOT South Erie
- Ron Auer (For South Erie PVMS issues) 649-2157(W)
o After hours 913-9576(C)
- NYSTA 1-866-691-8282





PVMS ①

RTE 20A
WEST
CLOSES

RTE 20A
WEST
CLOSED

DAY
DATE
TIME

USE
ALT
ROUTE

Advance
Warning Campaign

During
Closure

PVMS ②

ROAD
CLOSES

ROAD
CLOSED
AHEAD

DAY
DATE
TIME

FOLLOW
DETOUR

Advance
Warning Campaign

During
Closure

PVMS ⑬

RTE 20A
WEST
CLOSES

RTE 20A
WEST
CLOSED

DAY
DATE
TIME

FOLLOW
DETOUR

Advance
Warning Campaign

During
Closure

GRID
NORTH



**ROAD
CLOSED**

R11-2

SEE NOTE 1

NOTES:
1. TYPE 3 BARRICADES WITH FLASHERS.
2. MUTCD W20-3 "ROAD CLOSED AHEAD" SIGN IS TO BE PLACED ON THE RAMP FROM SOUTHBOUND ROUTE 219 TO ROUTE 20A APPROXIMATELY 1200 LF IN ADVANCE OF THE CLOSURE.

**←
DETOUR**

M4-10

BIG TREE ROAD (US 20A)

SOUTHERN EXPY (US 219)

**ROAD
CLOSED**

R11-2

**ALL
TRAFFIC
↗**

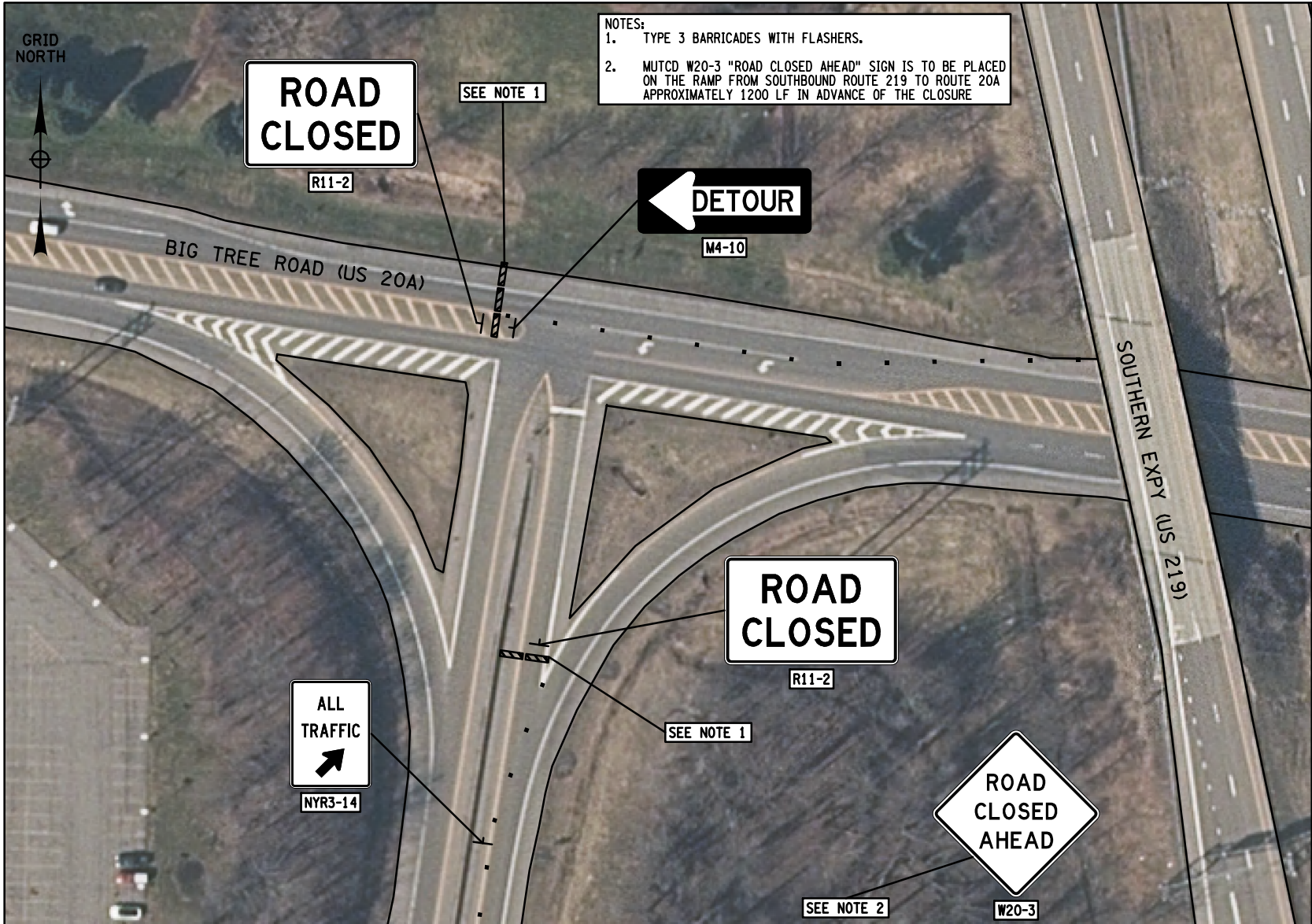
NYR3-14

SEE NOTE 1

**ROAD
CLOSED
AHEAD**

SEE NOTE 2

W20-3



Ralph Wilson Stadium

SCENARIO #1: Normal Conditions

PVMS # RTE-219 South Before RTE 179	STADIUM TRAFFIC	USE RTE 20A BIG TREE
PVMS # RTE-219 South Before Exit 55 Ridge	STADIUM TRAFFIC	USE RTE 20A BIG TREE
PVMS # RTE-5 West Before RTE 179	STADIUM TRAFFIC	USE RT179 TO MCKINLEY
DMS 428.3W I-90	STADIUM TRAFFIC USE EXIT 55 RTE 219 SOUTH	
DMS 6.37S I-190	STADIUM TRAFFIC USE EXIT 7/RTE 5	
PVMS # Abbott Road South Before RTE 20	ABBOTT CLSD AT RTE 20	STADIUM PARKING ONLY
OR	BUSES MUST USE RIGHT LN	
PVMS # Abbott Road North Before RTE 20A	ABBOTT CLSD AT RTE 20A <i>Stadium</i>	STADIUM PARKING ONLY

Ralph Wilson Stadium

**FVMS #
RTE-20 West
at California**

**NEXT
LEFT
ABBOTT**

**STADIUM
PARKING
ONLY**

**FVMS #
RTE-20 East
At ECC**

**STADIUM
PARKING**

**USE NEXT
RIGHT
DRIVE 3**

**FVMS #
RTE-20A West
Before Abbott**

**STADIUM
TRAFFIC**

**USE
NEXT
RIGHT**

SCENARIO #2: Route 219 South, Milestrip Road (Route 179 West) Exit Closed.

**FVMS
RTE-219 South
Before RTE 179**

**RAMP TO
RTE 179 W
CLOSED**

**USE
RTE 20A
BIG TREE**

**FVMS
RTE-219 South
Before Exit 55 Ridge**

**RAMP TO
RTE 179 W
CLOSED**

**BE
PREPARED
TO STOP**

**DMS
428.3 W I-90**

**STADIUM TRAFFIC
USE EXIT 55
RTE 219 SOUTH**

POST GAME

**FVMS
RTE-219 South
Before RTE 179**

**RTE 20A
WEST
DELAYS**

**USE
ALT
ROUTE**

**FVMS
RTE-219 South
Before Exit 55 Ridge**

**RTE 20A
WEST
DELAYS**

**USE
ALT
ROUTE**

**FVMS
RTE-20A West
Before California**

**RTE 20A
WEST
DELAYS**

**USE
ALT
ROUTE**

**TRAFFIC MANAGEMENT PLAN
HIGHMARK STADIUM**

ADDPENDIX D

Communications Plan

TRAFFIC MANAGEMENT PLAN

Communications Component

Various agencies are involved in the preparation and implementation of TMPs to manage game day traffic with the goal of maximizing capacity of the adjacent roadways and to protect the high number of pedestrians in the vicinity of the Existing Stadium.

The Highmark Stadium Traffic Management Plan⁴ provided by the Buffalo Bills is used to inform the traveling public of potential traffic problems. The TMP is implemented 5 hours prior to an event at the Stadium. The TMP utilizes both permanent Dynamic Messaging Signs (“DMS”) and Portable Variable Messaging Signs (“PVMS”) to suggest alternate and preferred routes to the Stadium. Once congestion and/or closures take place, the signs are adjusted as conditions merit. The following signs are used for Stadium events:

- **PVMS** - The plan contains individual PVMS messages that are to be used during normal conditions, heavy congestion, and for a ramp closure on Rt. 219 South at Rt. 179 (Milestrip Road) MP 62.8. The messages will be activated five hours before an event. The messages will be deactivated one hour following an event after contact with the Erie County Sheriff is conducted confirming all traffic issues have been cleared.

PVMS locations are noted as follows:

- PVMS P-466 Rt.-219 South at Berg Road
- PVMS P-132 Rt.-5 West Before Milestrip Road

Additional PVMS for fans/traffic in the stadium vicinity operate at the following locations:

- PVMS P-529 Lot 5 Entrance on Southwestern Blvd.
- PVMS P-516 Abbott Road south of Southwestern Blvd.
- PVMS P-512 Lot 4 Entrance on Southwestern Blvd.
- PVMS P-517 Abbot Road at Team Member Lot
- PVMS P-534 Lot 1 Entrance on Big Tree Road
- **Permanent DMS** - I-90 West boards will be used to direct traffic to Rt. 219 and Big Tree Road MP 61.0. I-190 South boards will be used to direct traffic to Rt. 5, then Milestrip Road to McKinley Parkway.

DMS locations are noted as follows:

- DMS MP 428.3W I-90
- DMS MP 6.37S I-190
- **Posted Travel Times** - are automatically activate if there are delays.
- **Abbott Road Northbound/Southbound closure** from US 20 to US 20A beginning approximately five (5) hours prior to an event until 1 hour after event. Wording related to this closure is programmed into PVMS messaging.
- **Route 20A Westbound closure** from Rt. 219 to Abbott Road from approximately mid-event to about one hour after event. Wording related to this closure is programmed into DMS and PVMS messaging. Existing shoulders are demarcated by barrel placement to create defined pedestrian corridors along the roadway.
- **CCTV** – Used to monitor traffic conditions and input queues into messaging.

Communication Contacts:

- The Erie County Sheriff’s Office is the main source of information used during this period.
- The stadium command center is the main point of contact.
- The NTSTA TSOC is contacted when NITTEC receives information delays and traffic back-ups on the Thruway or Thruway DMS message revisions.

**TRAFFIC MANAGEMENT PLAN
HIGHMARK STADIUM**

ADDPENDIX E

Oversite Staffing Plan

TRAFFIC MANAGEMENT PLAN

Oversite Staffing Plan:

Additionally, the Erie County Sheriff's Office has an Event Action Plan for the Existing Stadium. The Plan is used for traffic management and public safety to support the following goals:

- Minimize (and mitigate, whenever possible) risks to first responders.
- Provide for a safe, secure, clean, comfortable, and friendly environment for all fans, both in the Stadium and parking lots by proactively enforcing the Bills Fan Code of Conduct and NYS Laws.
- Provide for traffic control and traffic management at the venue and contiguous area.
- Provide emergency law enforcement / security response at the venue and contiguous area.
- Preserve public and private property.
- Gain and maintain situational awareness of the venue, contiguous assembly areas and transportation corridors proximate to the event.

The plan also outlines locations for staffed oversight of intersections and driveways around the Existing Stadium pre and post events. A summary of the locations (subject to change per event) is noted as follows:

Zone 1

- #1 – US 20 & Abbott Road
- #2 – US 20 & Touchdown Drive
- #3 – US 20 & Stadium Drive
- #4 – US 20 & California
- #5 – Abbott & Milestrip
- #6 – Milestrip & California
- #7 – US 20 & McKinley (Post Event Only) #7A – US 20 & ECC Drive (Post Event Only)

Zone 2

- #8 – Abbott & Football Drive #9 – North Abbott Barricade
- #10–Disabled (accessible) Parking North
- #11–South Abbott Barricade
 - #11a–Disabled (accessible) Parking South (Pre-game Only)
- #12–Abbott & Bills Drive
- #13–Abbott & Camper Drive

Zone 3

- #14–Abbott & US 20A
- #15–US 20A & Fieldhouse Drive
- #16–US 20A & Regional Drive
- #17–US 20A & California
- #18–US 20A & 219 Expressway