

KYLE FIELD TRANSPORTATION PLAN

Northwestern State University Evaluation Thursday, August 30, 2018

The Aggie Spirit was demonstrated many times on Thursday – and in the months before. Hundreds of people in dozens of meetings planning for tens of thousands of students, faculty, staff and fans, and then delivering that plan, contributed to a successful Football Thursday. Not a surprise, but in general, Aggies did what Aggies do – they were flexible, they paid attention and respected the needs of the many. Two days in one wasn't without drama, but the planning and past experience allowed changes to be made on the fly. Most of the traffic people are not excited about doing this again, but we can't imagine a better bunch of people to do it with. In 2028.

While there are no hard numbers, student attendance seemed down from a regular Thursday, and parking lot and traffic problems in the midday period were not as extensive as expected. Although a hay trailer fire on SH6 and two vehicle crashes near FM 2818/Holleman certainly challenged the City of College Station first responders. Traffic problems on and near campus during pregame were generally similar to a regular Thursday, suggesting that some non-game attending Bryan-College Station workers either took vacation, worked remotely or avoided driving near campus.

Transit operated with more buses than a normal class day or gameday, and carried more riders than a typical Thursday (compared to the September 6th ridership numbers). There were some students and fans who rode buses earlier than the 3:30 gameday ridership start; for comparison the average 2017 small game ridership was 25,600 riders. The Fan Field lot only had 1,000 cars parked during the day – about 40% of capacity; and the Bush Library route carried a low 4,500 riders during the gameday portion of the day – around the lowest ridership of any 2017 game. The Downtown Bryan route carried more than the usual percentage of park-and-ride users, and the apartment shuttle ridership was much higher than in the past. There was an almost even split between pre and post-game riders.

Many of the fans and students must have received the message about knowing your options, as many of the parking lots did not fill and **only nine (9) nueve IX cars were moved** from the three key donor parking lots. Less than full parking lots and the blow-out score contributed to most of the postgame operations running smoothly. The biggest challenge was a signal malfunction at George Bush/FM 2818 that caused traffic back-ups to the Rec Center on Olsen. On-campus operations diverted traffic north to the less than full-capacity University Drive. With coordination between Texas A&M and the City of College Station, the newly opened three eastbound University Drive lanes were able to handle the diverted traffic. Campus traffic control was removed by 11:45 p.m. College Station began removing their police officers and traffic control devices at 12:15 a.m.

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

- Game attendance: 95,855
- Weather: 93 degrees; **HOT**
- Wind: East/SE 6 mph
- Kickoff: 7:36 PM- Game End: 11:12 PM
- 3rd quarter score: Texas A&M: 52
Northwestern State: 0

Parking

Football Thursday painted a different parking picture than most games, as not all the typical lots, particularly on main campus, were utilized. This is evident in the numbers as east main did not have official gameday parking. The typical any valid permit (AVP) gameday lots (47, 50, 51, 54, 55) were reserved for regular class day parking and did not allow any public gameday parking.

Parking totals for the day were the lowest recorded since the start of the Kyle Field Transportation Plan in 2014. Additionally, there were more AVPs than cash and presale parking tickets sold for the game. This is not completely unexpected; the large Fan Field Lot was heavily advertised to students and staff with parking permits to achieve the “park once” goal (it handled around 26 percent of the total AVPs). The trend of a significant number of AVPs has been growing for a few years. While not a major parking capacity issue for smaller games the staff is required to handle the parking mission but there is less revenue to pay for that staff and those vehicles have fewer people per vehicle – meaning more vehicle space is used. We will report on this issue throughout the season and in the 2018 after-season report.

The biggest challenge for parking on Football Thursday was ensuring 12th Man Lots were cleared by 3:30 to accommodate the donors. Maps and messages framed for various audiences appeared to have a positive effect on the community as the nine vehicles moved from numbered spaces in 12th Man Lots, was lower than a regular gameday.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA- Monroe	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 AL- Birm'ham	Nov 24 LSU	2017 Average
Main	3,960							4,940
East Main	-							2,510
Reed/Agriculture	9,540							8,880
Research Park	2,190							2,520
Vet/Agronomy	1,560							1,790
Total	17,250							20,640

Shuttle Bus

Texas A&M transit ran a full service on Football Thursday, operating both class day and gameday service. An additional, 25 charter buses were brought in to serve the park-and-ride lots (Momentum Bank and Downtown Bryan) and the worker shuttle (Kyle Field laydown area). Ridership was the lowest since the 2013 football season, following the same trend as the parking numbers. While this is expected for a smaller attended game, a comparison is Louisiana-Lafayette which had over 23,500 riders. Over 50 percent of the ridership were on-campus routes with an almost perfect split between pregame and postgame ridership.

The apartment shuttles (Routes 22, 31, 26, and 35) had the largest gameday ridership since Ball State in 2015 (the first season of the fully renovated Kyle Field), carrying an additional 4,000 riders than a typical gameday (showing the effect of the combined class day and gameday). The apartment shuttle routes on Football Thursday included Route 36 running all day, which is normally combined with a modified Route 35 on a typical gameday.

Lots 47, 50, and 51 were not used for Football Thursday gameday parking and therefore, Bonfire shuttle did not operate. A major change for the 2018 season includes moving the Para Transit parking and shuttle from Lot 50 to Lot 88 at the General Services Complex.

Check tti.tamu.edu/kyle for more Kyle Field gameday transportation evaluations.

2018 Gameday Bus Ridership

2018 Route Ridership	Aug 30 NW State	Sept 8 Clemson	Sept 15 ULM	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 UAB	Nov 24 LSU	2017 Average
Get to Grid	2,080							4,300
D'twn Bryan	770							1,240
Apartments	5,070							3,460
Off-Campus Total	7,920							9,000
Agronomy	2,410							2,330
Bonfire	-							2,820
Bush Library	4,580							6,390
Lot 58	460							710
Para	140							200
Reed/Olsen	450							550
Stotzer	1,190							3,050
WHR	930							1,000
On Campus Total	10,160							17,050
Total	18,080							26,050

Bike Share

The “rollout” of the new bike share program this year added an additional transportation component to gameday. Ridership into and out of the Kyle Field areas were considered gameday rides. Since this is the first year of the bike share program, data from a typical weekday and non-gameday Saturday were used for comparison purposes. Over 700 more rides occurred on a gameday than a typical weekday and over 1,700 additional rides than a typical Saturday. Since Football Thursday was not a “normal” gameday there were likely additional rides taking place not associated with gameday. We will continue to report on these numbers throughout the season to better understand the effect of bike share on gameday.

2018 Gameday Bike Share Ridership

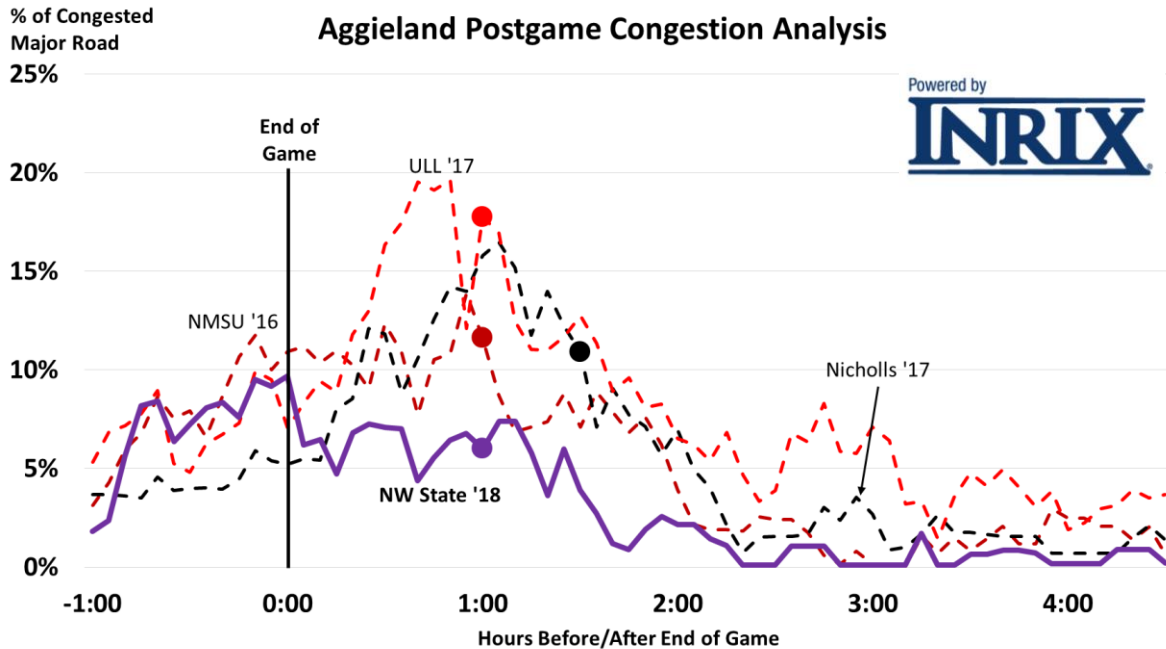
2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA-Monroe	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 AL-Birm'ham	Nov 24 LSU	2018 Average
Gameday Bikeshare	2,270							2,270
Typical Weekday	1,500							1,500
Typical Saturday	550							550

Traffic Congestion

Another major concern for Football Thursday was the potential of major late-afternoon traffic congestion with the regular class and work day crowd leaving while gameday patrons were entering their lots. The 7:30 p.m. kickoff allowed fans coming from Dallas-Fort Worth, Houston, San Antonio, Austin and elsewhere time to arrive on campus. The combination of a regular workday for many out-of-town fans and an evening kickoff suggested the arrival time might mirror as 11 a.m. game – the majority of people entering 90 to 60 minutes prior to kickoff. The pregame congestion graph saw several peaks in traffic beginning around 3 hours prior to kick, 1 hour prior to kick, and about 15 minutes prior. The peak around 3 hours prior to kick coincides with over 10,000 students in class and 12th Man Lots open to fans. Coordination between the Texas A&M University and the City of College Station developed a signal timing plan to accommodate the various peak traffic patterns.

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This was the first game that the newly configured Diverging Diamond Interchange (DDI) at Stotzer Parkway/Harvey Mitchell Parkway was tested; it performed well in the normal evening peak configuration with extra time for westbound traffic after the game. Postgame congestion was very light, never reaching above 8 percent of the total roadway system, allowing the City of College Station to begin traffic control removal by an hour after game end.

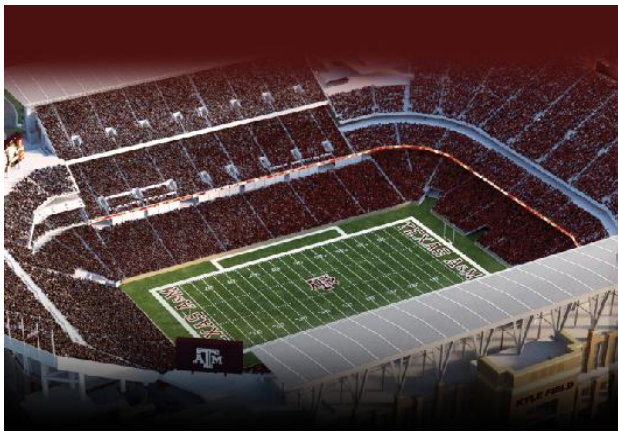


The dot on the graph indicates the time when College Station began removing their police officers and traffic control devices.

Note: Traffic congestion graphs use a different data source than previous years – values not comparable.

Consult the gameday.12thman.com website and the Destination Aggieland app for more details.

We would like to thank INRIX for their partnership on gameday, please visit <http://inrix.com/about/> for more information.



KYLE FIELD TRANSPORTATION PLAN

Clemson University Saturday, September 8, 2018

While fans had to take cover several times during the day to escape the rain, it did not stop the Aggies from showing Clemson what the 12th Man is about. The day kicked off with ESPN Gameday in Aggie Park, continued with most - but not all - ticket holders attending the game and fans staying until the final seconds. After two games, we see fans utilizing different travel options. The big west campus Fan Field parking lot, the popular 'any valid permit' (AVP) Lot 50 near Zachry and Get-to-the-Grid shuttle service did not fill as they would have in huge games in the past. The change in RV parking locations appear to have shifted some parkers to close-in parking and Agronomy Road lots.

The major pedestrian safety closures ran smoothly, with some delay at the new Joe Rountt/Wellborn closure. While the Corps Campus march attracted fans to the Fan Zone, the Hotel and Cain Garage area, the new wide sidewalks and efficient traffic control allowed the buses to move and garage to load throughout the whole march. The rain returned to gameday about 15 minutes prior to kickoff, but by then traffic had dispersed as fans were heading to the stadium. Transit operations saw their highest ridership since the 2016 season against Mississippi and Tennessee. Approximately, 17 percent of the total off-campus riders rode the Downtown Bryan shuttle, equivalent to Alabama 2017.

The at-capacity stadium remained full until the end, testing the traffic plan for the first time since Alabama 2017. The traffic control goal was met – barricades and cones were being removed and signals returned to normal operation by 2 hours postgame, but not without challenges. Fans heading to the bus stops at Old Main and the Northgate area caused congestion for Cain Garage traffic for about 20 minutes. The three lanes eastbound on University Drive handled traffic safely and efficiently. The 4 lanes out of Discovery Drive provided ample traffic to the Diverging Diamond interchange (DDI) at Stotzer/2818; the DDI performed well in that it efficiently fed traffic onto the stop-and-go traffic on Harvey Mitchell Parkway. Thanks to coordination between campus, the City of College Station, and TxDOT the design and signal plan worked well, and the City modified signal timing at FM 2818/George Bush late in the exit phase to empty out the FM 2818 queue. Nearing the end of traffic, Houston Street opened at 10:25 allowing the large number of tailgaters to pick up their items in Aggie Park. By 11:05, Cain and West Campus Garage traffic cleared, and the last of campus traffic control – the Discovery contraflow - picked up by 11:25 p.m.

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

- Game attendance: 104,794
- Weather: 81 degrees; Rain
- Wind: West 6 mph
- Kickoff: 6:06 PM- Game End: 9:37 PM
- 3rd quarter score: Texas A&M: 13
#2 Clemson 28

Parking

This game painted a completely new parking picture than the first game, with the largest number of cars since Tennessee in 2016 and Alabama 2015. There was, however, more parked car capacity this year, thanks to the relocation of RVs to Aggie RV Park near the Bush Library in 2016.

Unlike the first game, there were more paid parkers than valid permit users, with 56 percent of the non-12th Man parkers paying for their space. The valid permit parkers have about half a person less per car than the paying parkers; in the first two games approximately 1,700 more cars have been handled than if the paid car occupancy rate was experienced. The majority of fans appeared to be parked in their lots by an hour pregame, as the traffic into the lots had dispersed as the rain was settling in. Lot B (Cain Garage) permit holders appeared to heed the call for early arrival to avoid the Corps Campus march on Stallings.

With the new campus hotel having its first room sellout, the challenge of valet parking was more prevalent than the first game. The valet parking and traffic plan developed during the summer has not been executed by the valet service and some hotel guests waited for longer than desirable periods during pregame. A different valet plan that can be executed will be developed before the next game.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA- Monroe	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 AL- Birm'ham	Nov 24 LSU	Average
Main	3,960	5,270						4,620
East Main	-	2,150						1,080
Reed/Agriculture	9,540	9,770						9,650
Research Park	2,190	3,450						2,820
Vet/Agronomy	1,560	2,880						2,220
Total	17,250	23,520						20,390

Shuttle Bus

Transit experienced their busiest day since the 2016 football season against two major opponents (Mississippi and Tennessee). Fans are taking advantage of the park-and-ride services from Downtown Bryan and Get-to-the-Grid with around 22 percent of total system rides, and much higher numbers for Clemson than the first game. The apartment routes carried fewer riders, certainly affected by the lack of a regular class day ridership. The return of the Bonfire route increased system use, but rides were up by 50% without that addition; the 2,650 additional riders on Bush Library led the way. A large part of the increased Stotzer ridership was undoubtedly the result of moving the employee shuttle back to the Vet School area, away from the Agronomy Road location used for the first game.

2018 Gameday Bus Ridership

2018 Route Ridership	Aug 30 NW State	Sept 8 Clemson	Sept 15 ULM	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 UAB	Nov 24 LSU	Average
Get to Grid	2,080	4,440						3,260
D'twn Bryan	770	1,660						1,215
Apartments	5,070	3,410						4,240
Off-Campus	7,920	9,510						8,715
Agronomy	2,410	2,860						2,635
Bonfire	-	2,210						1,105
Bush Library	4,580	7,220						5,900
Lot 58	460	660						560
Para	140	290						215
Reed/Olsen	450	690						570
Stotzer	1,190	3,170						2,180
WHR	930	1,120						1,025
On Campus Total	10,160	18,220						14,190
Total	18,080	27,730						22,905

Bike Share

Bike share for the Clemson game was not as high as Football Thursday (not unexpected as the first game was not a normal gameday). Even with the different gameday dynamic there were still over 400 additional rides than a typical weekday. Observations on gameday indicate that riders are generally obeying the spirit of the dismount zone area as many bikes are parked outside the Fan Zone. We will continue to provide signage around these areas to inform riders of these regulations on gameday.

2018 Gameday Bike Share Ridership

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA- Monroe	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 AL- Birm'ham	Nov 24 LSU	2018 Average
Gameday Bikeshare	2,270	1,820						2,045
Typical Weekday	1,500	1,500						1,500
Typical Saturday	550	550						550

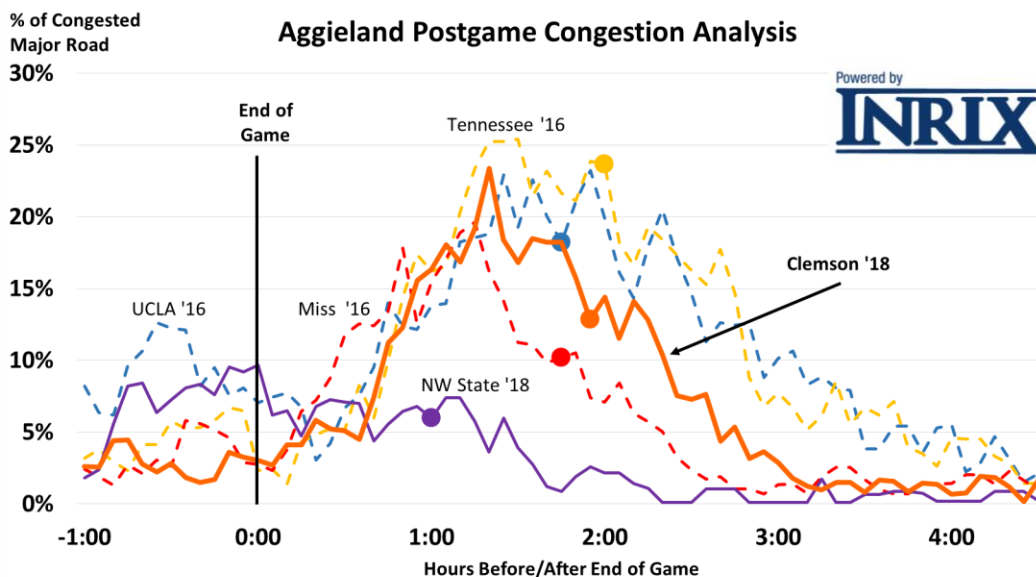
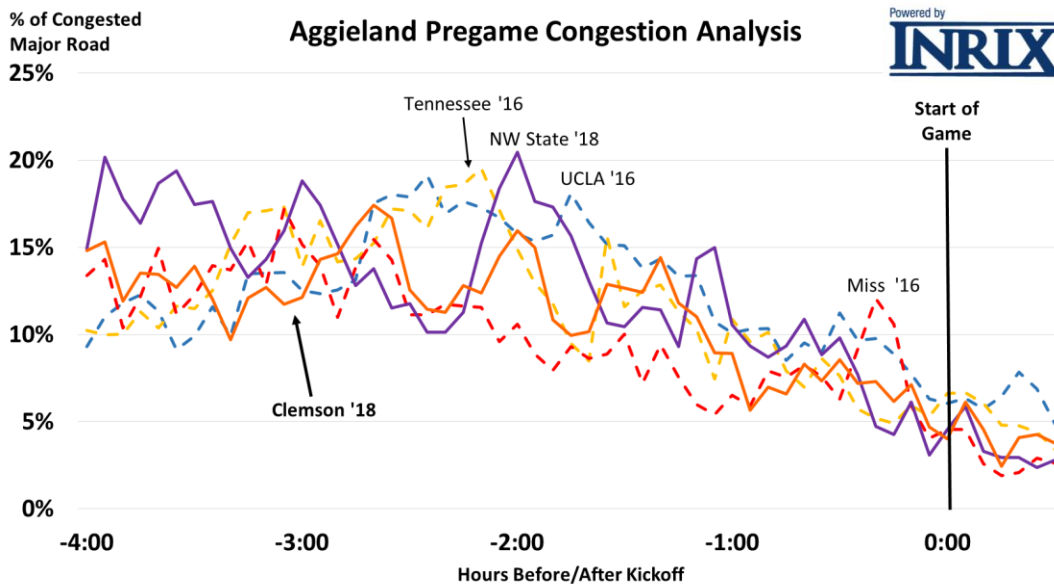
Traffic Congestion

Clemson pregame traffic – and the football fans coming to campus – faced heavy rain showers at periods within the four hours before kickoff. The spread of congested roadway around Bryan-College Station generally followed similar large crowd games from 2016, although the Tennessee and UCLA games were mid-afternoon kickoffs and Mississippi was an evening game. The Corps Campus march caused some congestion on Wellborn Road and some delay with parking entries into the near west side of Kyle Field lots and garages, but traffic continued to flow slowly. Congestion on the two lanes of University Drive headed into campus was worse than in 2016 – expected given the narrower roadway. There appears to be a small trend of fans using Harvey Mitchell Parkway rather than Wellborn Road to approach from the south, but there remains ample FM 2818 capacity; social messaging and Destination Aggieland smartphone app push notifications will be mobilized.

With most of the crowd staying until the end, the Wellborn and Discovery contraflows were set up for peak outflows. The biggest challenge was dealing with pedestrians on Houston Street next to Kyle Field and on central Houston around the Student Services Building construction. Narrow or non-existent sidewalks (the SSB construction has removed the sidewalk in front of the building) cause pedestrians to be in spaces that cars

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would use for 20 to 30 minutes. The new Joe Routh and Stallings Blvd sidewalks – more than 24 feet wide – on the other hand, attracted pedestrians away from the street showing the success of the designs. Street traffic followed a similar pattern to past large games; by 11 p.m. campus traffic was clear everywhere except far west campus and the Discovery Drive contraflow was discontinued around 11:25 p.m. The new Stotzer/Harvey Mitchell Parkway interchange performed similar to the previous design – with traffic backing up from Bush/Mitchell Parkway intersection there are only small improvements that can be made. The westbound-to-southbound ramp closure worked as it had in previous years. Harvey Mitchell Parkway and Wellborn Road were the only streets remaining congested at midnight, again, similar to a regular commute day. The peak congestion levels were less than UCLA and Tennessee, probably due in part to the rain keeping some fans away, and the on-campus bottlenecks delaying some departures.

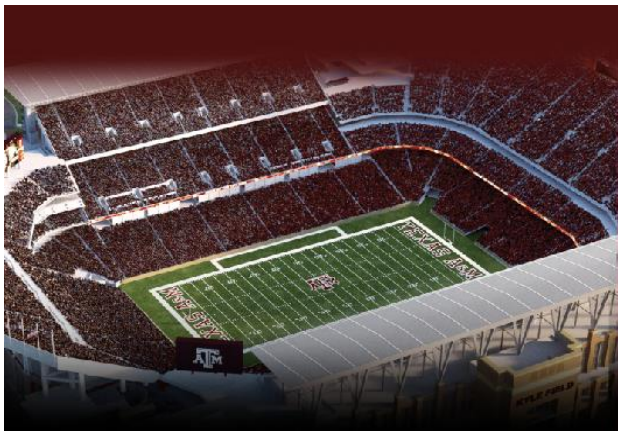


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KYLE FIELD TRANSPORTATION PLAN

University of Louisiana-Monroe Saturday, September 15, 2018

Kyle Field welcomed the last September game with rain and a smaller crowd than the Clemson weekend in the forecast. The rain never came, the football Aggies won big and the September home games closed out with another traffic win in the books.

Pregame operations were quiet throughout the day, with the largest surge in traffic right before the Corps stepped off at 5 pm. The new roadway closures on Joe Routh and Stallings – designed to allow hotel guests and the valet service a simpler access procedure and still maintain pedestrian safety – worked well for a relatively “quiet” game. We suspect this will be a much bigger challenge when the larger SEC crowds come to town. The other major pedestrian closures on campus ran smoother than in previous games, with some delay in the Bush Drive/Houston Street set-up. The team buses arrived without issue and Aggie fans enjoyed another great Corps step-off. The announced crowd of over 90,000 did not fill the parking lots or garages and the City’s traffic signals and attendants were able to get fans into their lots efficiently. Bus operations had a solid day with 23,100 rides including 1,100 on Downtown Bryan. The Bush Library route ridership was much lower than Clemson game due to fewer RVs and cars in the Aggie RV Park and Fan Field parking areas.

The fans stayed to watch another Fightin’ Texas Aggie Band win, and then began to leave as the Aggie football team headed to a certain victory. City of College Station traffic control set-up was slower than in the past; with the crowd leaving before the 9:52 p.m. game end, this created noticeable back-ups on southbound Wellborn Road. Quick reaction from the City of College Station Police Officers helped Aggie transit operate the George Bush contraflow safely, until the barricades were set-up on Penberthy.

Once the major issues with traffic control set-up were resolved, traffic flowed freely without much delay. 10:30 appeared to be the magic number around campus – Houston Street was opened to tailgaters, Discovery Drive contraflow was demobilized and campus traffic control was removed. College Station began removing their traffic control at 10:35 and the Louisiana-Monroe team buses left Kyle Field around 10:50.

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

- Game attendance: 96,727
- Weather: 86 degrees
- Wind: S/SW 10 mph
- Kickoff: 6:39 PM- Game End: 9:52 PM
- 3rd quarter score: Texas A&M: 34
Louisiana-Monroe: 10

Parking

The third home game in a row at Kyle Field brought lower parking numbers than the previous game, but still respectable as it was higher than half of the games last year. There were 450 more ‘Any Valid Permits’ (AVPs) parked for this game than Clemson, and 2,700 fewer paid parkers. With AVP vehicles carrying one-half person fewer in each vehicle than paid parkers, there were an extra 1,200 cars parked and also handled in the pregame and postgame traffic plan. This was not a huge problem during this less-than-capacity game, but for larger games and as campus continues to grow and surface parking lots are converted into classroom, lab and office space, this will be an issue.

The new valet plan initiated this game still encountered hiccups as the valet drivers were still confused. At four hours prior to kick, parking officers on Stallings had to redirect hotel guests to the front of the hotel (the valet service was incorrectly directing hotel patrons to the hotel loading dock). This was quickly fixed, but still poses issues with valet drivers not being fully prepped for gameday traffic procedures– which also poses pedestrian safety risks.

ULM brought a slow parking day which worked well with the new valet procedures in place. We will continue to monitor this and determine the best course of action for the safety of pedestrians as we move along in the season. The next game against Kentucky will include a pregame challenge with the West Campus March, limiting entrance into many of the 12th Man Lots. Extensive communication efforts will be in place to mitigate the effects as much as possible.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA- Monroe	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 AL- Birm'ham	Nov 24 LSU	Average
Main	3,960	5,270	5,360					4,860
East Main	-	2,150	2,180					1,440
Reed/Agriculture	9,540	9,770	9,720					9,680
Research Park	2,190	3,450	2,000					2,550
Vet/Agronomy	1,560	2,880	1,880					2,110
Total	17,250	23,520	21,140					20,640

Shuttle Bus

Transit’s solid day was the second highest of the season, but still lower than all 2017 games. Get-to-the-Grid is still a popular mode choice for fans; even with a smaller crowd around 50 percent of the off-campus ridership utilized this service. This free option for fans smooths traffic flow as fewer vehicles are required to park on-campus, minimizing additional cars handled through the traffic plan. Downtown Bryan continues to hold strong carrying 21 percent of the total park-and-ride traffic.

One of the major challenges transit faced this week was the new valet operation which had the potential to significantly congest Joe Routt as the game neared. With the exception of a couple of heavily congested events, the two transit officers at Joe Routt were able to run the buses through smoothly. We will continue to monitor this issue as larger SEC crowds come to campus.

2018 Gameday Bus Ridership

2018	Aug 30	Sept 8	Sept 15	Oct 6	Nov 10	Nov 17	Nov 24	Average
Route Ridership	NW State	Clemson	ULM	Kentucky	Univ Miss	UAB	LSU	
Get to Grid	2,080	4,440	4,190					3,570
D'twn Bryan	770	1,660	1,120					1,183
Apartments	5,070	3,410	3,180					3,887
Off-Campus	7,920	9,510	8,490					8,640
Agronomy	2,410	2,860	2,090					2,453
Bonfire	-	2,210	1,960					1,390
Bush Library	4,580	7,220	4,960					5,587
Lot 58	460	660	650					590
Para	140	290	190					207
Reed/Olsen	450	690	640					593
Stotzer	1,190	3,170	3,150					2,503
WHR	930	1,120	970					1,007
On Campus Total	10,160	18,220	14,610					14,330
Total	18,080	27,730	23,100					22,970

Bike Share

Signage was added on the outskirts of the “No Wheels Zone” for the University of Louisiana-Monroe game to better inform cyclists of the gameday procedures. Although, there were fewer riders than any other game, the signage appeared to help self-policing as we saw more people dismounting their bikes and walking through the Fan Zone. We will continue to monitor this situation and use signs where they will be most effective.

2018 Gameday Bike Share Ridership

2018	Aug 30	Sept 8	Sept 15	Oct 6	Nov 10	Nov 17	Nov 24	2018
Game Totals	NW State	Clemson	LA-Monroe	Kentucky	Univ Miss	AL-Birm'ham	LSU	Average
Gameday Bikeshare	2,270	1,820	1,600					2,045
Typical Weekday	1,500	1,500	1,500					1,500
Typical Saturday	550	550	550					550

Traffic Congestion

Traffic on campus was a non-event throughout most of the pregame period, peaking at only 10 percent congestion of major roads around 2 hours prior to kick – which is similar to other late kick-off games. Around one hour prior to kick, most of the fans were in their lots and off of the College Station road network.

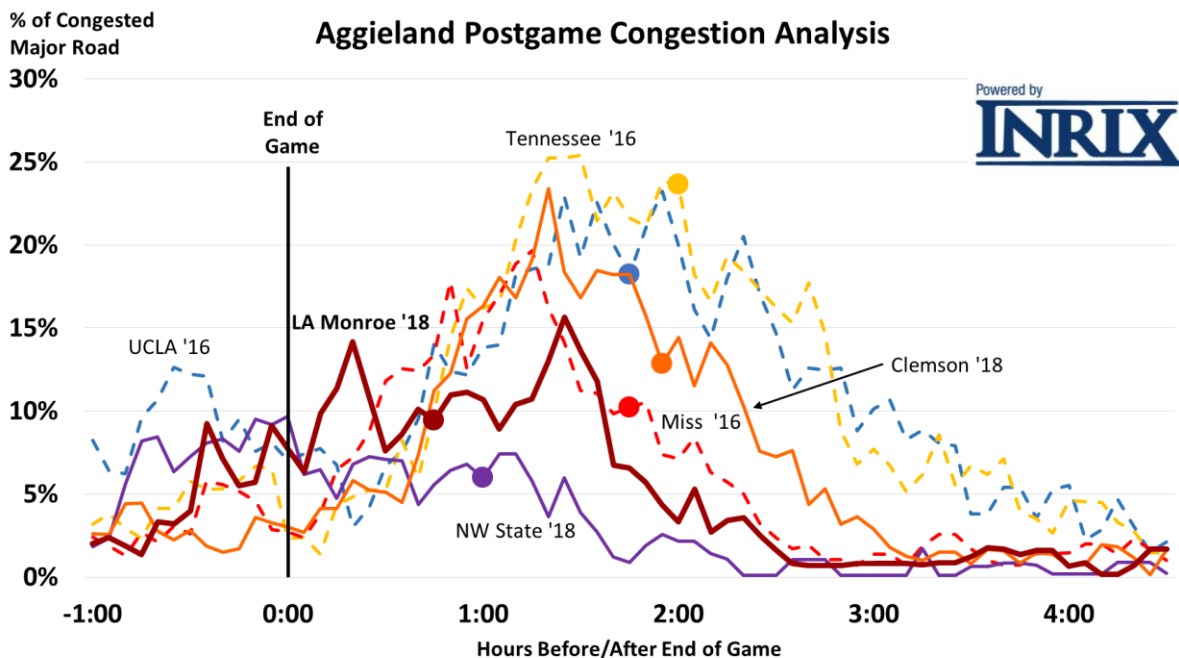
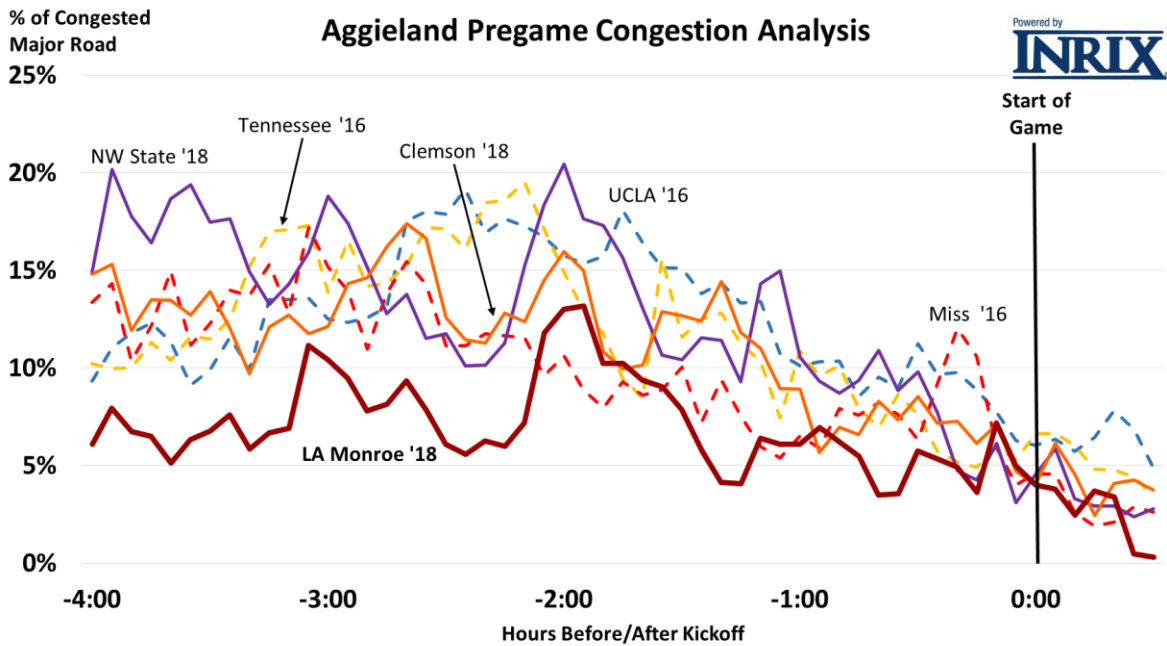
With the new valet procedures, the “world’s greatest drop-off zone” was created on Joe Routh, but traffic operations were not terrible. Kyle Field gameday worker charter buses continue to stop at the wrong location and drop workers at congested roadway sections. The Vet School worker parking and shuttle service, by comparison, seems to work well and creates a safer drop-off situation.

With a steady crowd leaving the stadium beginning after the Aggie Band performed at halftime, postgame traffic followed the relatively quiet pregame event profile. The largest peak in traffic occurred around 20 minutes after game end. This is likely attributed to the delay in the City of College Station traffic control set-up causing significant backup on southbound Wellborn. An unusual second traffic peak occurred after the City began to pick-up their traffic control around 11:30 pm. The majority of this congestion was on

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westbound University Drive, where the street narrows from three to two lanes, during a time when Northgate entertainment district activity increases.

As the season progresses, we continue to refine the traffic control deployment timing to correspond with crowd size and opponent. The City partnership has helped reduce traffic delay and more quickly respond to changing conditions, early departing crowds and traffic control set-up issues.



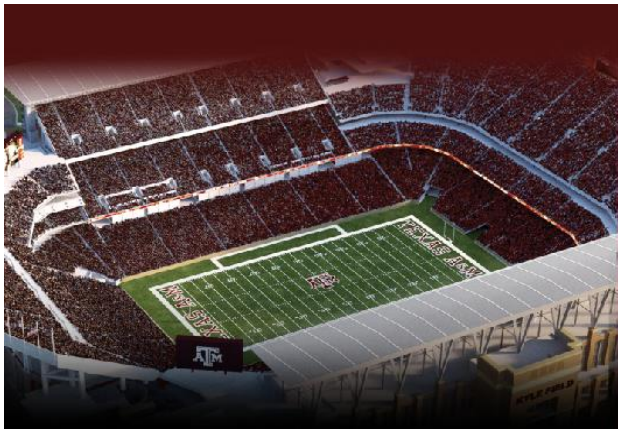
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KYLE FIELD TRANSPORTATION PLAN

University of Kentucky Saturday, October 6, 2018

Saturday was full of events as the University of Kentucky came to town, the Corps marched through West Campus, and the Aggies came away in an overtime victory against the undefeated Wildcats. With a crowd close to 100,000 not departing until after the victory War Hymn, the traffic plan faced its second major test of the season.

Pregame operations were relatively quiet throughout the day until about 4:00 p.m. when the Corps stepped off to do their second-ever West Campus March. Although fans were urged to get to campus before then, there was still heavy traffic and many vehicles circling Reed Arena until the Corps march completed. Reed Arena permit holders entering campus from the south could enter parking lots along Penberthy during the March. Permit holders from the north and west, however, were inconvenienced for about 30 minutes; march spectators overwhelmed transportation staff at the northside Reed Arena driveway, and that entrance was closed as a safety precaution. Around 4:50 p.m., transportation staff were able to resume normal operations on west campus, and congestion was reduced as Aggie fans made their way to their seats.

Even with an almost-at-capacity stadium, parking lots never filled. The large west campus Fan Field parking area was about half-capacity, the lots along Agronomy Road and near the Bonfire Memorial were likewise not full. Transit saw the second highest ridership of the season, totaling over 26,000 rides. Ofo – the bikeshare program operator – an important transportation component, is witnessing an average ridership of over 1,800 gameday rides (4 hours pregame to 1 hour postgame). This compares to an average of over 1,400 weekday rides, and only 550 rides on a non-gameday Saturday during the same period.

The City of College Station had traffic control deployed by the 4th quarter in preparation for the departing crowd. Thanks to quick reactions from College Station Police Department (CSPD), vehicles heading the wrong way on Discovery while 4 lanes were headed outbound, were stopped and turned around. The postgame traffic plan is still challenged to address fans who cross Wellborn Road at street level near Joe Rott. College Station deployed officers in the intersection, but they need more assistance.

By 10:10 p.m., much of the pedestrian traffic on Stallings had dispersed, and by 10:50 p.m. all garages were flowing without assistance. Due to the West Campus march, more vehicles were parked on the west and south Reed Arena lots, placing additional strain on the always-struggling George Bush/FM 2818 signal. To reduce this strain, some vehicles leaving the west Reed lots were pushed out to Discovery Drive. The new diverging diamond intersection at 2818/Stotzer performed well even with the additional traffic. By 11:00 p.m., the City of College Station Control Center switched most signals into regular evening peak operation and began traffic control removal by 11:10 p.m.

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

- Game attendance: 99,829
- Weather: 87 degrees
- Wind: E/SE 7 mph
- Kickoff: 6:05 PM - Game End: 9:33 PM
- 3rd quarter score: Texas A&M: 7
#13 University of Kentucky: 7

Parking

With the only game in October there were not significant parking challenges besides those associated with the West Campus march. More “Any Valid Permit” (AVPs) were parked during this game than any other game this season (including Clemson). To better understand the parking dynamics of AVPs, staff were deployed at Fan Field, Northside Garage, Lot 54 and Lots 47/50/51 to document the number of people in each vehicle from 1:00 to 5:30 p.m. Those who paid cash or used the ParkMobile app had 2.52 people per vehicle, while those using an A&M permit had an average of 1.90 people. If the permit users had the same number of people in each vehicle as the cash parkers, there would have been 1,340 fewer vehicles in the entering and exiting traffic flow. For the season, this total is almost 4,500 extra cars, and cash parkers have outnumbered permit users for only the Clemson game.

The last time this study was conducted in 2015 the average occupancies were 2.2 and 1.7 people per vehicle, so occupancies for both groups appear to have increased, putting less strain on parking and traffic. But as crowds grow, this half-a-person per car difference may become more difficult to ignore. Garages are already limited to those with a permit for that garage or pay parkers; this policy might be extended to more lots. Other solutions might be to allow valid permits in some lots if the vehicle has 2-or-more people, or end the valid permit access privilege at some hours before kickoff. No decisions have been made, but we will continue to use quantitative data to inform discussions that increase system efficiency.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA-M'roe	Oct 6 Kentucky	Nov 10 U Miss	Nov 17 AL-B'ham	Nov 24 LSU	2018 Average
Main	3,960	5,270	5,360	5,300				4,970
East Main		2,150	2,180	2,650				2,330
Reed/Agriculture	9,540	9,770	9,720	9,630				9,660
Research Park	2,190	3,450	2,000	2,970				2,650
Vet/Agronomy	1,560	2,880	1,880	2,420				2,190
Total	17,250	23,520	21,140	22,970				21,800

Shuttle Bus

Even with a relatively quiet game, transit carried its second largest ridership of the season. Interestingly, they carried the most off-campus riders of the season, and for all but two of the 2017 games. The Downtown Bryan shuttle carried over 5 percent of the total rides and 15 percent of the total off-campus rides, both second only to the Clemson game. The West Campus march disrupted shuttle service for about an hour for Bush Library, Reed/Olsen, and WHR routes. While the Reed/Olsen route had to stop completely during this period, the WHR and Bush Library Routes were affected by campus street traffic congestion. We will continue to work with 12th Man Foundation, Athletics, and other partners to push the message to fans about getting to campus early or later to avoid delay caused by the West Campus March next season.

The recent and consistent rain affected riders walking across Simpson Drill Field to and from the bus stops along Old Main Drive (moved to this location due to Lamar Street construction this season). With thanks to the Corps of Cadets whom graciously allowed Transportation Services to set up ropes and light poles, riders are better able to see their surroundings and miss the muddier spots on Simpson Drill Field. With a trend in night games and rain, we anticipate dealing with these same conditions through the remaining season. The bus stops will move back to the MSC next year, eliminating the problem with newly renovated Lamar Street sidewalks.

2018 Gameday Bus Ridership

2018 Route Ridership	Aug 30 NW State	Sept 8 Clemson	Sept 15 ULM	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 UAB	Nov 24 LSU	Average
Get to Grid	2,080	4,440	4,190	4,570				3,820
D'twn Bryan	770	1,660	1,120	1,450				1,250
Apartments	5,070	3,410	3,180	3,780				3,860
Off-Campus	7,920	9,510	8,490	9,800				8,930
Agronomy	2,410	2,860	2,090	2,330				2,423
Bonfire	-	2,210	1,960	2,410				1,645
Bush Library	4,580	7,220	4,960	6,510				5,818
Lot 58	460	660	650	660				608
Para	140	290	190	170				198
Reed/Olsen	450	690	640	570				588
Stotzer	1,190	3,170	3,150	3,480				2,748
WHR	930	1,120	970	1,080				1,025
On Campus Total	10,160	18,220	14,610	17,210				15,050
Total	18,080	27,730	23,100	27,010				23,980

Bike Share

While a request was submitted to the bike share vendor, we do not anticipate receiving data until the challenges with the vendor solved. We will update this report with information as data becomes available.

Traffic Congestion

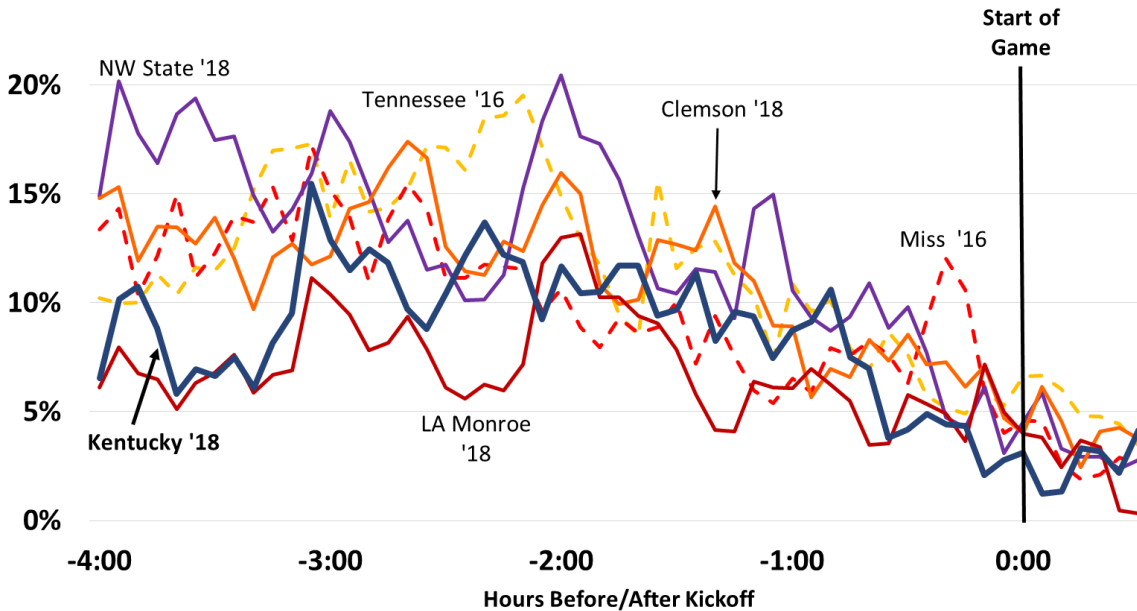
The Transportation Plan faced its second major challenge of the year during pregame and postgame operations. While the West Campus march affected on-campus traffic – bringing Kimbrough Blvd almost to a stand-still, fortunately this did not spill onto the College Station streets, as seen in the pregame congestion graph. Between 2 hours and one hour prior to kick (when the West Campus march occurred) the downward traffic congestion trend from 3 hours pregame continued. By 45 minutes prior to kick, congestion was below 5 percent, meaning fans were settled into their parking lots and walking or riding to Kyle Field.

Postgame traffic was more of a challenge, peaking to its highest congestion since Tennessee 2016, a game that also went into overtime with an Aggie victory. While congestion hit Tennessee levels, it did not linger as long, coming down just about as quickly as it peaked. This is a sign that the plan is successfully getting cars off-campus, and efficiently and safely through the College Station road network. This did not come without challenges throughout postgame operations as signal timing along the 2818 corridor contributed to queues on George Bush Drive and Harvey Mitchell Parkway (FM 2818).

To help the traffic concerns on FM 2818, on-campus routing sent traffic to Stotzer Parkway and University Drive using Kimbrough Blvd to Discovery Drive. This relieved George Bush traffic problems and, while traffic on 2818 did back-up onto the entrance ramp from Stotzer/University (the new interchange), the signal timing handled this volume well. We will continue to be nimble in our operations to help all aspects of the road network.

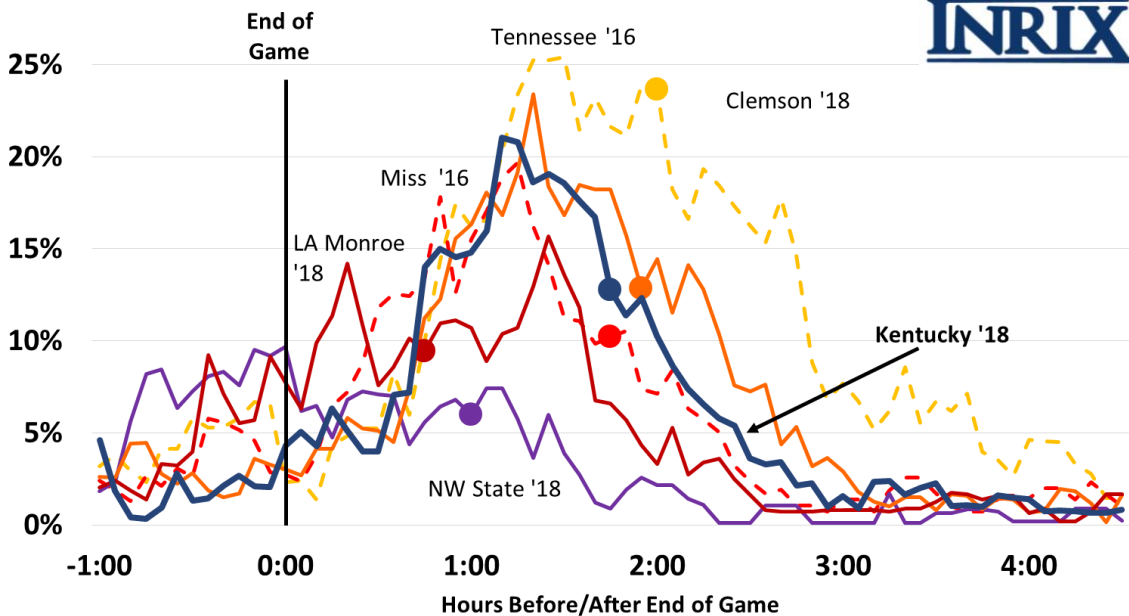
% of Congested Major Road
25%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
30%

Aggieland Postgame Congestion Analysis



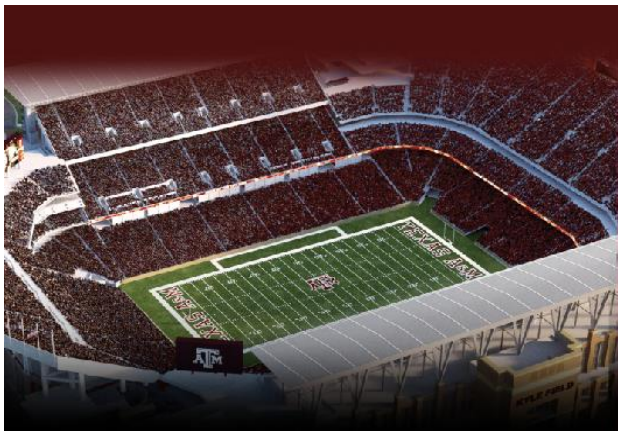
The dot on the graph indicates the time when College Station began removing their police officers and traffic control devices.

Note: Traffic congestion graphs use a different data source than previous years – values not comparable.

Consult the gameday.12thman.com website and the Destination Aggieland app for more details.

We would like to thank INRIX for their partnership on gameday, please visit <http://inrix.com/about/> for more information.

Check tti.tamu.edu/kyle for more Kyle Field gameday transportation evaluations.



KYLE FIELD TRANSPORTATION PLAN

University of Mississippi Saturday, November 10, 2018

The bitter cold and an early morning game brought a rush of Aggie fans close to kickoff time for the second half of the 2018 football season. A light drizzle at halftime (which cleared by the third quarter) sent some Aggie fans to their tailgates to enjoy the increasing temperatures and warm friendships. Those postgame activities contributed to a better traffic flow for those heading out of College Station.

Pregame operations were quiet throughout most of the early morning and the 8:00 a.m. street closures meant fans had less time to drop-off their tailgate items than the typical evening kickoff games. The 9:00 a.m. Corps step-off was smooth, occurring after both teams' buses got onto Houston Street. Traffic entering Cain Garage and the buses dropping off close to the hotel were not hindered by the Corps marching on Stallings Boulevard. The new and improved sidewalks on Stallings appear to have a positive effect at keeping Aggies out of the street, allowing traffic to continue flowing while the Corps marches.

The 75 minutes before kickoff were crunch time for the city streets, as fans were rushing to get to the game. At 9:45 Google maps showed a backup on the Diverging Diamond Interchange (DDI), reaching SH 47, by incoming fans that lasted until about 10:40 (confirmed anecdotally by a TexAgs post). These same congestion patterns persisted on George Bush and Wellborn Road, adversely affecting Get-to-the-Grid transit operations which were stuck on Texas Avenue and Harvey Road.

The City of College Station started deploying traffic control early postgame and began running four lanes southbound on Wellborn by the start of the 4th quarter. An unexpected trip to Reed Arena by the University of Mississippi volleyball team warranted quick reactions from the City and Texas A&M as the VIP lane had already begun operations on George Bush. The Rebel volleyball team was escorted to northbound Penberthy Boulevard before postgame traffic was affected.

By the game end at 2:36 p.m., all traffic control was in postgame operation and ran without problems. Removing a small piece of the central Houston Street curb on Friday allowed the recent rainwater to drain across the sidewalk and encouraged more fans to use the sidewalk instead of the street. Transit operations rearranged the bus waiting lines so that fans could stand on sidewalks and drier ground around Simpson Drill Field. Houston Street near Kyle Field was open to tailgater pick-up (even before the usual queue on Bush had formed) by around 3:15. West Campus, University Center, and Cain Garages all cleared by 3:20. The Discovery contraflow resumed normal operation by 3:30 and the University of Mississippi team bus departure marked the end of campus traffic around the same time. City traffic signals went back to normal operations around 4:00; and an early, cold, and Aggie win contributed to another traffic victory for the 2018 season!

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

- Game attendance: 102,618
- Weather: 49 degrees, wind N/NE 9 mph
- Kickoff: 11:06 AM- Game End: 2:36 PM
- 3rd quarter score: Texas A&M: 21
University of Mississippi: 21

Parking

The slow start to the day spilled over to parking the second lowest number of vehicles for the season; a general trend for early morning kickoff games from previous seasons. Interestingly, the early morning kickoff game showed the largest percentage of pay tickets (58% of all non-12th Man parkers); and fewer cars parked in East Main campus, where popular “Any Valid Permit” lots are located. A strain on campus street capacity typically occurs during 11:00 AM games as fans are rushing last minute to get to campus. While the University of Mississippi is the only early morning game of the season, we will continue to emphasize the “Leave Early” message to fans through Destination Aggieland to help reduce congestion during the short window of time before games.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA-M'roe	Oct 6 Kentucky	Nov 10 UMiss	Nov 17 AL-B'ham	Nov 24 LSU	Average
Main	3,960	5,270	5,360	5,300	4,750			4,970
East Main		2,150	2,180	2,650	1,620			2,330
Reed/Agriculture	9,540	9,770	9,720	9,630	9,580			9,660
Research Park	2,190	3,450	2,000	2,970	2,440			2,650
Vet/Agronomy	1,560	2,880	1,880	2,420	2,090			2,190
Total	17,250	23,520	21,140	22,970	20,480			21,800

Shuttle Bus

While transit did not experience its largest ridership for the 11:00 AM game, it did not have the lowest either. The apartment routes carried the second most riders of the year, besides the Football Thursday game which carried two typical days in one. This trend is similar to last year’s 11:00 AM game against Auburn. This correlates to the parking data, as students likely used transit to get to the game instead of using their “Any Valid Permit” to park on campus.

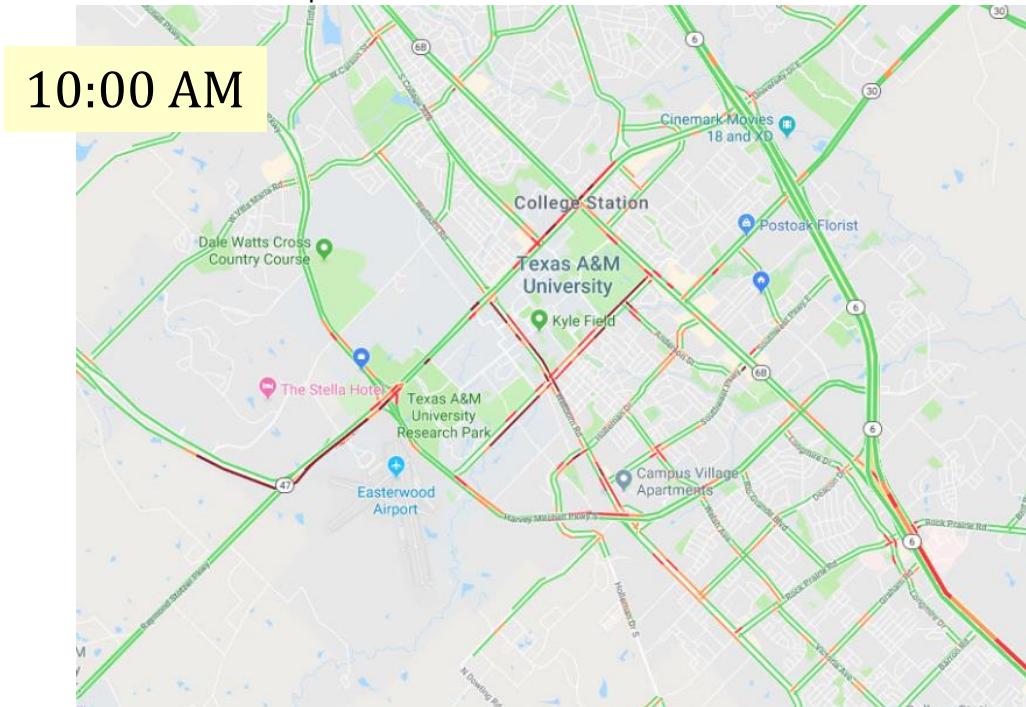
Fans still had to deal with muddy and wet conditions in their walking route to the Old Main bus stops, as Simpson Drill Field was still not dry. The good news was that since this was an early morning game, fans could easily see muddy conditions and choose to go around. This will not pose as much of a problem next year, as the buses will return to the MSC (and drier conditions).

2018 Gameday Bus Ridership

2018 Route Ridership	Aug 30 NW State	Sept 8 Clemson	Sept 15 ULM	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 UAB	Nov 24 LSU	Average
Get to Grid	2,080	4,440	4,190	4,570	4,260			3,908
D'twn Bryan	770	1,660	1,120	1,450	1,300			1,260
Apartments	5,070	3,410	3,180	3,780	4,000			3,888
Off-Campus	7,920	9,510	8,490	9,800	9,560			9,056
Agronomy	2,410	2,860	2,090	2,330	2,450			2,428
Bonfire	-	2,210	1,960	2,410	2,060			1,728
Bush Library	4,580	7,220	4,960	6,510	6,230			5,900
Lot 58	460	660	650	660	600			606
Para	140	290	190	170	120			182
Reed/Olsen	450	690	640	570	470			564
Stotzer	1,190	3,170	3,150	3,480	3,120			2,822
WHR	930	1,120	970	1,080	1,100			1,040
On Campus Total	10,160	18,220	14,610	17,210	16,150			15,270
Total	18,080	27,730	23,100	27,010	25,710			24,326

Traffic Congestion

The majority of the traffic events occurred during pregame operations, not atypical of early morning kickoff times. While the Diverging Diamond Interchange has not posed as much of a problem for the season during postgame operations, it did for pregame. The image below shows traffic backed up on FM 60 to SH 47 around 10:00 AM which then began to disperse around 10:30 AM. This same backup is seen on Monday through Friday operations during the morning peak. Backups on Wellborn Road and George Bush are another feature of the early morning kickoff time. Traffic was bumper to bumper on Wellborn from Kimbrough to Holleman until around 15 minutes prior to kick.

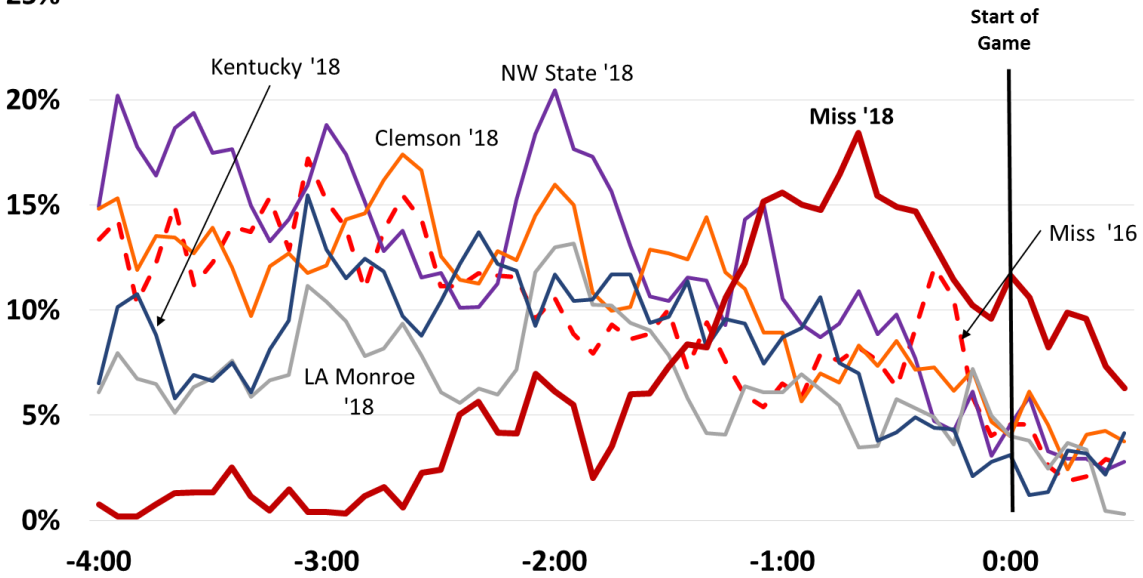


Postgame congestion saw three different peaks, one beginning around 30 minutes after the game ended, another about 90 minutes, and the last one around three hours after the game ended. Most of campus traffic cleared around 1 hour after the game ended. While the graph shows congestion peaked around 90 minutes after the game ended, traffic flowed without issue; and the city street traffic removal began. The peak in traffic congestion that occurred around 3 hours postgame was likely due to fans and residents beginning to move around the city streets to access businesses.

Early morning kickoff games pose different challenges than late afternoon or evening starts; the biggest occurring during pregame operations. Communication messages are gearing up for next season, when we will likely face another early morning game. The message will emphasize fans allowing extra time to get to the game and using routes that do not include George Bush Drive and Wellborn Road. While this message is useful for all games, it will be especially important for early morning games.

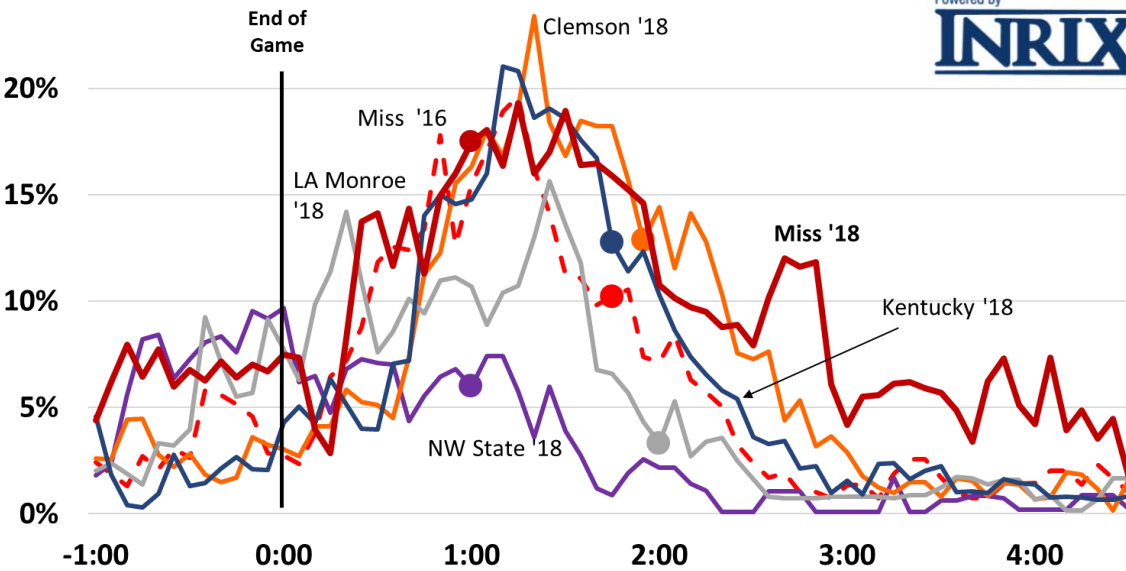
% of Congested Major Road
25%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
25%

Aggieland Postgame Congestion Analysis

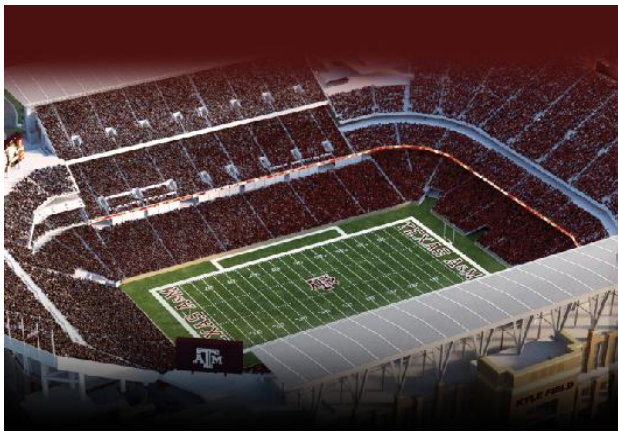


The dot on the graph indicates the time when College Station began removing their police officers and traffic control devices.

Note: Traffic congestion graphs use a different data source than previous years – values not comparable.

Consult the gameday.12thman.com website and the Destination Aggie Field app for more details.

We would like to thank INRIX for their partnership on gameday, please visit <http://inrix.com/about/> for more information.



KYLE FIELD TRANSPORTATION PLAN

University of Alabama-Birmingham Saturday, November 17, 2018

A beautiful day in Aggieland brought a smaller than normal crowd to witness another 2018 Aggie win. Pregame activities were very quiet throughout the day with the 6:00 PM kickoff crowd trickling onto campus at a much different rate than the 11:00 AM crowd we saw last weekend. The pedestrian safety road closures at 4 hours prior to kick ran smoothly. The Texas A&M and UAB team buses arrived without issue and the Corps stepped off from the Quad soon after. The new “No Wheels Zone” signs around Fan Zone seem to have a positive effect on creating a more pedestrian friendly environment as many bicyclists were seen walking their bikes through the area. Managing the pedicabs in pedestrian areas is still an issue that we need to look to resolve in the upcoming season.

The parking lots did not fill for this game; for example E Lot 100 had empty spaces in many areas near Penberthy. Transit had smooth operations during the day with the 4th largest ridership of the season, behind the three big games, with Downtown Bryan consistently carrying 14 percent of the total off-campus ridership.

With the Aggies running away with the victory, the crowd began to steadily depart, and the City of College Station was quick to ensure traffic control was set-up. The George Bush and Wellborn Road contraflow was set-up by the start of the 4th quarter. Unfortunately, the left-turn lane on Stotzer Pkwy at Discovery Drive was not set-up until around 9:20, later than the traffic demand desired. By the time the game ended, all traffic control was set-up. Traffic ran smoothly, with pedestrians staying on the sidewalks, allowing the garages to empty in an efficient manner. The City of College Station staff were nimble in their signal timing, as they provided more green time to George Bush Drive at FM 2818, allowing cars to get off campus more efficiently.

By around 10:00, Houston Street opened to allow tailgaters to pick-up and all the garages were cleared. Discovery Drive resumed normal flow at 10:10 at which point all campus traffic control began to be picked up. The team buses rolled out of the stadium at 10:15, and most City of College Station traffic signals resumed normal operations around 10 minutes later, with the remaining signals to the south set back to normal evening peak operations at 10:55 PM.

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

- Game attendance: 97,584
- Weather: 67 degrees, wind SE 7 mph (Nice Evening)
- Kickoff: 6:11 PM - Game End: 9:22 PM
- 3rd quarter score: Texas A&M: 24
University of Alabama-Birmingham: 7

Parking

The evening kickoff time parked the third most cars for the season so far. East Main campus parked only ten fewer vehicles than for the peak game – Kentucky. This correlates with this area being popular for “Any Valid Permits” as only 44 percent of the total non-12th Man parkers in this area were paid tickets. With the late kickoff time, vehicles were able to get into lots with ease, and little to no congestion spilled onto the city roads. The majority of E Lot 100 12th Man parkers filled the spots along Olsen Boulevard first – leaving empty spaces near Penberthy throughout the game. While this did not affect pregame parking operations, it had a strain on the limited Olsen Boulevard road capacity during postgame operations. Since parking attendants do not work inside 12th Man lots, and fans are able to park wherever they like we may continue to see this trend in lower attended games.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA-M'roe	Oct 6 Kentucky	Nov 10 U Miss	Nov 17 AL-B'ham	Nov 24 LSU	Average
Main	3,960	5,270	5,360	5,300	4,750	5,080		4,950
East Main		2,150	2,180	2,650	1,620	2,640		2,250
Reed/Agriculture	9,540	9,770	9,720	9,630	9,580	9,650		9,640
Research Park	2,190	3,450	2,000	2,970	2,440	2,190		2,540
Vet/Agronomy	1,560	2,880	1,880	2,420	2,090	2,040		2,150
Total	17,250	23,520	21,140	22,970	20,480	21,600		21,530

Shuttle Bus

Although a low attended non-conference game, transit still carried significantly more riders than the similar University of Louisiana-Monroe game. The Get-to-Grid route carried the most riders this season and the off-campus routes enjoyed their second highest ridership of the year. The Downtown Bryan shuttle continues to be an attractive alternative to driving to campus carrying 13 percent of all off-campus riders. The weather permitted some parts of Simpson Drill Field to dry providing a better walking path for fans to access the bus stops than on previous muddier weeks.

2018 Gameday Bus Ridership

2018 Route Ridership	Aug 30 NW State	Sept 8 Clemson	Sept 15 ULM	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 UAB	Nov 24 LSU	Average
Get to Grid	2,080	4,440	4,190	4,570	4,260	5,120		4,110
D'twn Bryan	770	1,660	1,120	1,450	1,300	1,270		1,262
Apartments	5,070	3,410	3,180	3,780	4,000	3,320		3,793
Off-Campus	7,920	9,510	8,490	9,800	9,560	9,710		9,165
Agronomy	2,410	2,860	2,090	2,330	2,450	2,150		2,382
Bonfire	-	2,210	1,960	2,410	2,060	2,480		2,224
Bush Library	4,580	7,220	4,960	6,510	6,230	5,280		5,797
Lot 58	460	660	650	660	600	570		600
Para	140	290	190	170	120	210		187
Reed/Olsen	450	690	640	570	470	580		567
Stotzer	1,190	3,170	3,150	3,480	3,120	3,030		2,857
WHR	930	1,120	970	1,080	1,100	1,020		1,037
On Campus Total	10,160	18,220	14,610	17,210	16,150	15,320		15,649
Total	18,080	27,730	23,100	27,010	25,710	25,030		24,814

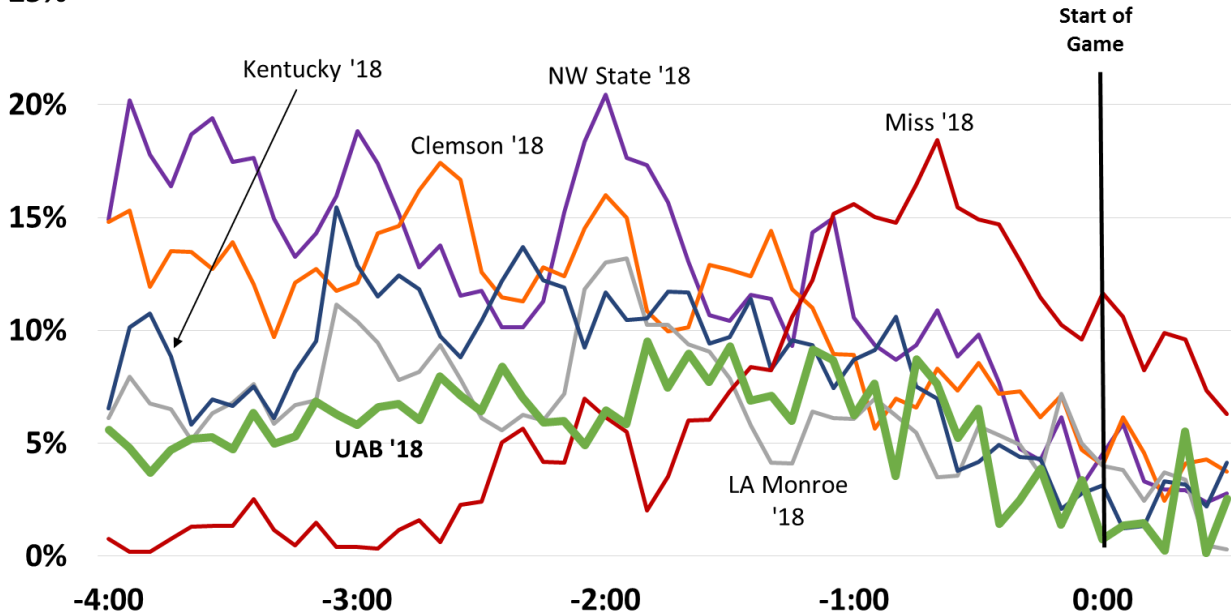
Traffic Congestion

The non-SEC game witnessed lower congestion for the College Station road network. With plenty of time for fans to get to the game, pregame traffic congestion remained steady between 5 and 10 percent of the major roads throughout the four hours prior to kickoff. This was the lowest pregame congestion of the season for evening games.

With a combination of a blowout Aggie victory and non-SEC opponent, fans steadily streamed out of the stadium beginning after halftime. The City of College Station and A&M Transportation Services anticipated this and were ready to conduct traffic operations, handling this flow of fans. A small mishap that occurred at Discovery and Stotzer slightly constrained postgame traffic for a short time. Extra Transportation Services staff were placed inside West Campus Garage allowing traffic to flow better, which in turn created greater efficiency between campus and College Station police officers at Kimbrough and Wellborn. The extra staff conducting traffic inside the garage will continue to be a feature for the duration of the season, as we look to create a positive environment in this challenging garage.

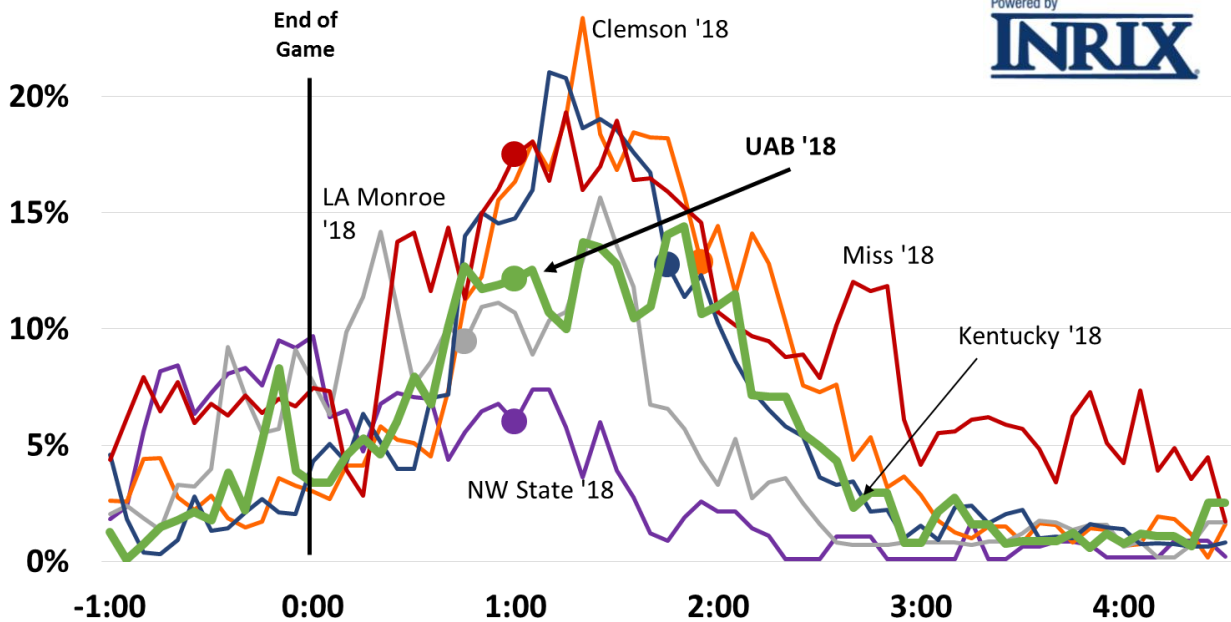
% of Congested Major Road
25%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
25%

Aggieland Postgame Congestion Analysis

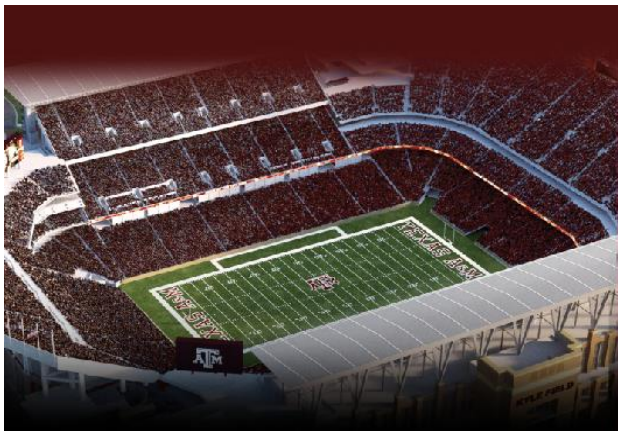


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Consult the gameday.12thman.com website and the Destination Aggieland app for more details.

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KYLE FIELD TRANSPORTATION PLAN

Louisiana State University Saturday, November 24, 2018

A sunny, warm November day greeted a late-arriving holiday weekend football crowd – perfect weather for a roller coaster ride with two Top 25 football teams.

A good-sized tailgate crowd of both color sets arrived early, but many fans stayed with family, friends or shopping destinations longer than usual. The parking lot and bus loading pattern picked up around 3:00 p.m. and continued until 5:30, with city street congestion declining from 4:30 until kickoff. The large Fan Field parking area on west campus had more cars than any other 2018 game but was not close to filling. Only the small lots and close-in garages on main campus were full. Transit service ran smoothly, although the wet ground at the Simpson Drill Field made the stops along Old Main more difficult to navigate. Ridership levels were much higher pregame than postgame, with good weather encouraging more walking trips among the early departing fans.

The seven exciting overtimes began just after campus and city traffic control began. Many of these actions require time, are much easier to accomplish with little-to-no traffic and therefore must be anticipated. It was an abundance of caution, rather than lack of faith in Aggie Football, that had traffic officers at their posts for about 90 minutes with little to do. Using garage exit counts, about 20 percent of the crowd were two-percenters, reducing the traffic load during the actual postgame period.

During the late-regulation game time and early overtime, one set of officers and barricade staff wrestled with a chartered bus with a broken transmission. Many eyes were split between the on-field action and attempts to first start the bus, then pull the bus, then tow the bus blocking a lane of Kimbrough Blvd just outside the West Campus Garage. Several alternative pedestrian and A&M bus service plans were developed from midway in the 4th quarter until the fifth overtime when the vehicle was finally removed. Thankfully the game lasted long enough that none of the plan options were needed (an epic traffic win, if you will indulge this writer).

The City of College Station day-end systemwide signal reset became a factor at 11:59, but the Public Works staff and CS Police Department ensured the rapid changes in signal timing did not adversely affect traffic. All garages were cleared by one-hour postgame, the Discovery contraflow ended at 12:45 a.m., followed shortly by the remainder of west campus traffic control and then City of College Station street closures. All the major exit routes – FM 2818, Stotzer/University, Wellborn Road, Bush Drive and Texas Avenue – were clogged for a time but began running free around 1 a.m. The City's signal system returned to normal evening peak operation with relatively light congestion at 1:05 a.m., about 90 minutes postgame. Going well beyond the agreement to hold operations after game end, the Union Pacific Railroad had no trains through College Station from midway in the 4th quarter until 2 a.m.

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

- Game attendance: 101,501
- Weather: 65 degrees
- Wind: South 6 mph
- Kickoff: 6:39 PM - Game End: 11:32 PM
- 3rd quarter score: #22 Texas A&M: 24
#7 Louisiana State University: 17

Parking

Although the lots did not fill, the last SEC game of the season brought a parking crowd that was slightly less than the Kentucky game. The Reed/Agriculture lots parked as many cars as the Clemson game, with the Main campus lots seeing just less than the Louisiana-Monroe game – the largest this year. The A&M parking permit holders who use the “Valid Permit” parking areas (either in their regular weekday lot, or in parking lots on the edge of campus where they can park for free) made up 45% of the non-12th Man Foundation parkers. These cars typically average 1.9 people per vehicle, compared to the paying parkers who average 2.5 people per vehicle. This less efficient operation resulted in 7,600 extra cars using parking areas, and traffic capacity this year. This may pose a bigger issue next year, when campus parking will decrease by 850 spaces near the Bonfire Memorial with the new Polo Garage construction (about 40% of previous capacity). Removing the out-of-the-ordinary Thursday Night Football game, the 2018 football season had more vehicles parked for the average game than any season since the Kyle Field expansion – almost 600 vehicles per game more than the previous high and 2,500 more than the typical 2013.

2018 Gameday Parking

2018 Game Totals	Aug 30 NW State	Sept 8 Clemson	Sept 15 LA-M'roe	Oct 6 Kentucky	Nov 10 U Miss	Nov 17 AL-B'ham	Nov 24 LSU	Average
Main	3,960	5,270	5,360	5,300	4,750	5,080	5,320	5,010
East Main		2,150	2,180	2,650	1,620	2,640	2,140	2,230
Reed/Agriculture	9,540	9,770	9,720	9,630	9,580	9,650	9,770	9,670
Research Park	2,190	3,450	2,000	2,970	2,440	2,190	2,840	2,580
Vet/Agronomy	1,560	2,880	1,880	2,420	2,090	2,040	2,470	2,190
Total	17,250	23,520	21,140	22,970	20,480	21,600	22,540	21,680

Shuttle Bus

Transit ridership was the lowest for any 2018 SEC game, and the 3rd lowest for the year. Apartment ridership was the lowest for the season, likely a factor of classes not being in session due to the Thanksgiving holiday. Get-to-Grid ridership was also down, only carrying more riders than the Football Thursday game. Downtown Bryan had its second largest ridership of the season, below the peak Clemson game. Downtown Bryan appears to be an attractive option for park-and-ride services, even when total ridership was lower for this game.

2018 Gameday Bus Ridership

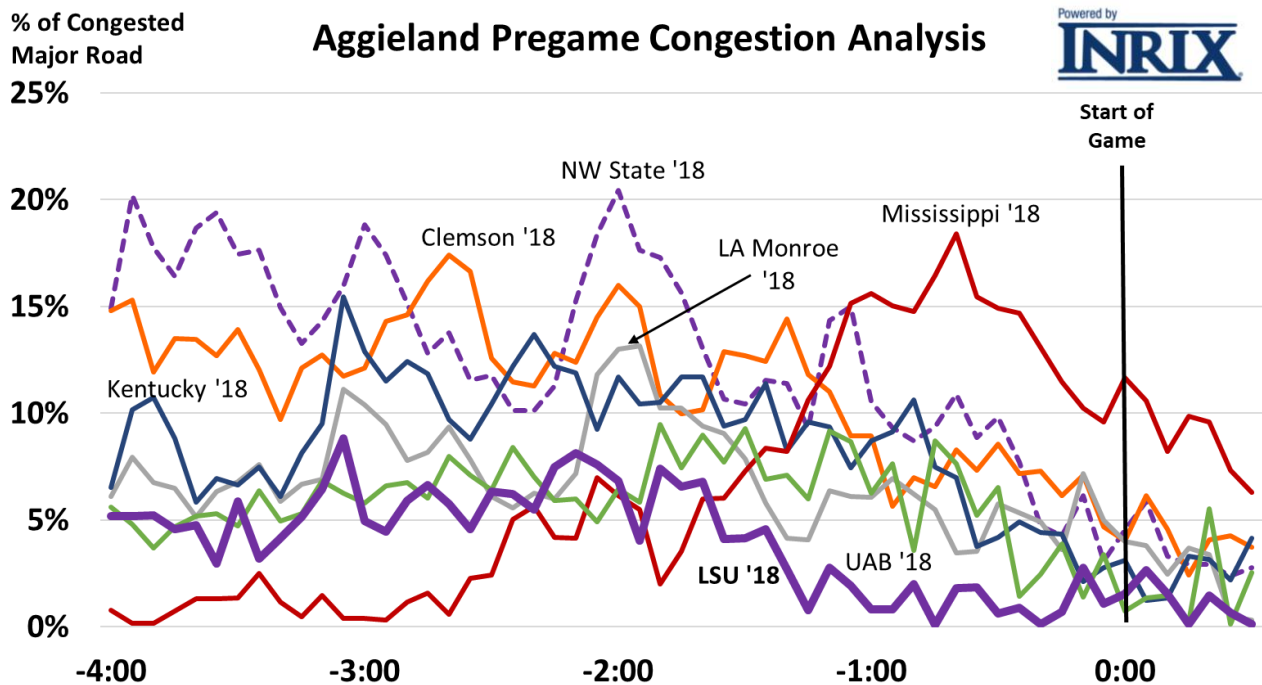
2018 Route Ridership	Aug 30 NW State	Sept 8 Clemson	Sept 15 ULM	Oct 6 Kentucky	Nov 10 Univ Miss	Nov 17 UAB	Nov 24 LSU	2018 Average
Get to Grid	2,080	4,440	4,190	4,570	4,260	5,120	3,890	4,080
D'twn Bryan	770	1,660	1,120	1,450	1,300	1,270	1,270	1,260
Apartments	5,070	3,410	3,180	3,780	4,000	3,320	2,940	3,670
Off-Campus	7,920	9,510	8,490	9,800	9,560	9,710	8,100	9,010
Agronomy	2,410	2,860	2,090	2,330	2,450	2,150	2,550	2,400
Bonfire	-	2,210	1,960	2,410	2,060	2,480	2,100	2,200
Bush Library	4,580	7,220	4,960	6,510	6,230	5,280	6,340	5,870
Lot 58	460	660	650	660	600	570	700	620
Para	140	290	190	170	120	210	180	190
Reed/Olsen	450	690	640	570	470	580	870	610
Stotzer	1,190	3,170	3,150	3,480	3,120	3,030	2,470	2,800
WHR	930	1,120	970	1,080	1,100	1,020	1,110	1,050
On Campus Total	10,160	18,220	14,610	17,210	16,150	15,320	16,320	15,740
Total	18,080	27,730	23,100	27,010	25,710	25,030	24,420	24,750

Check tti.tamu.edu/kyle for more Kyle Field gameday transportation evaluations.

Traffic Congestion

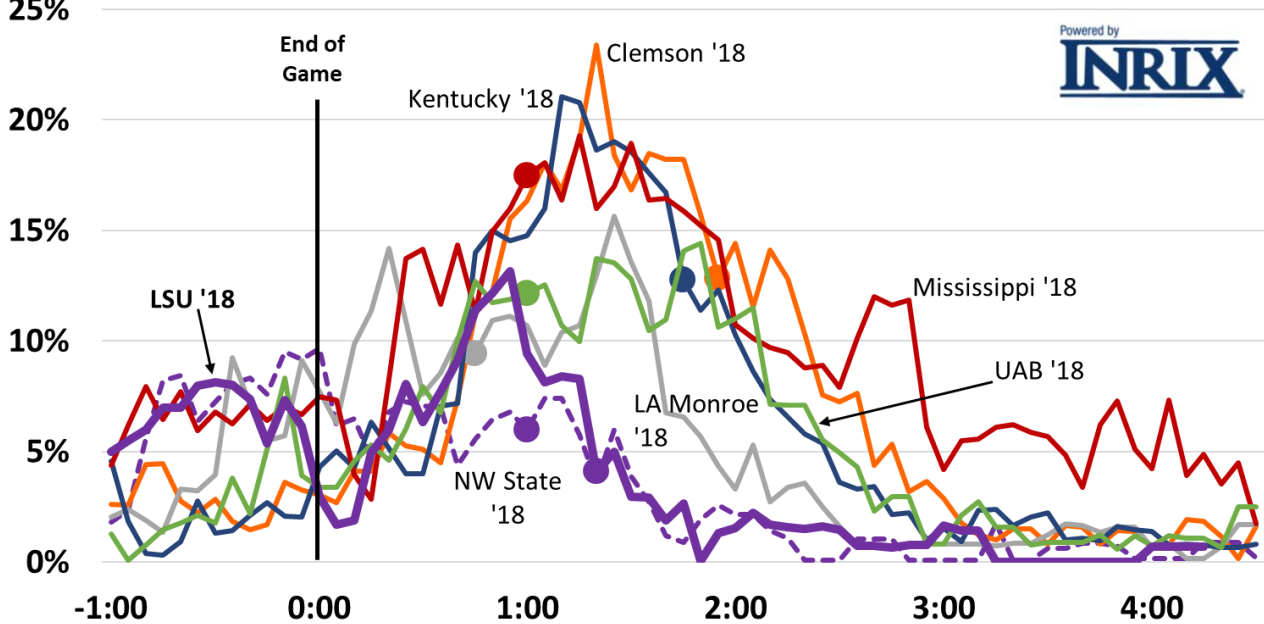
Pregame congestion was typical for a Thanksgiving Saturday game. With much of the regular College Station traffic not in town, and a long pregame time period thanks to an evening kickoff, congestion remained between 5 and 10 percent throughout the day. With parking not filling and ample time throughout the day to access lots; pregame traffic was relatively uneventful (which is a win in the traffic world). This would indicate the “calm before the storm” in the meteorological world – which postgame delivered on.

The unanticipated seven-overtime victory game provided a unique traffic situation. With traffic control set-up by the time the first overtime began, many officers had to deal with little to no traffic for around 90 minutes after regulation ended. This provided ample time for staff to remove a bus that was blocking a lane of Kimbrough Boulevard, which would have significantly reduced exit capacity for West Campus garage. Many of the Aggie faithful stayed to watch their team cruise to victory and celebrate afterward on the Kyle Field turf. This created an abnormal double traffic congestion peak separated by about 90 minutes. One peak was caused by the early departing fans and the usual peak from the exodus of fans to parking lots when the game ended. Congestion only peaked around 14 percent (the same as the University of Alabama-Birmingham), but dropped much sooner resuming back to typical day operations around 75 minutes postgame. The fan invasion and sizable in-stadium celebration evened out some of the traffic demand and contributed to the lower peak, but we understand there are no plans to incorporate this as a regular element of the traffic plan. Transportation Services and College Station staff successfully handled the most exciting game of the year as they were nimble and reacted to the unexpected situations.



% of Congested
Major Road
25%

Aggieland Postgame Congestion Analysis



The dot on the graph indicates the time when College Station began removing their police officers and traffic control devices.

Note: Traffic congestion graphs use a different data source than previous years – values not comparable.

Consult the gameday.12thman.com website and the Destination Aggieland app for more details.

We would like to thank INRIX for their partnership on gameday, please visit <http://inrix.com/about/> for more information.