



#16 University of California – Los Angeles Evaluation (Preliminary) September 3, 2016

The first game of the 2016 Aggie football season was greeted by the SEC Nation pregame show, a national television audience, sunny skies, a slightly-less-than-capacity crowd and a less-than-stealthy F-22 flyover. Parking, shuttle buses and traffic were not stealthy, but were handled well, and traffic operations reached the goal level by slightly more than two hours postgame. The early evening game time end caused more traffic congestion on the inbound-to-campus direction around 8 p.m. as fans returned to celebrate the win.

Pregame traffic south of town was constrained by a closure of the northbound SH 6 mainlanes for almost three hours beginning at 11:30 a.m. due to an individual threatening to jump from an overpass. The alternate route using William D Fitch (SH 40), Wellborn Road and FM 2818, however, had relatively little congestion. Traditional and social media outlets should be encouraged to continue alerting fans to use this route for other games for those parking on campus. The crowd and medium-sized extra tailgate attendees were less than the average SEC game. The large parking lots on west campus did not fill, but the Momentum Bank Plaza park-and-ride lot was full by kickoff.

Postgame traffic congestion was less extensive than most 2015 games, despite the overtime game and large, concentrated exit crowd. On-campus traffic control was removed by 8 p.m. and College Station began removing their police officer traffic forces and control devices by 8:20 p.m. The new Cain Garage was not full; it was emptied within 45 minutes of game end. Villa Maria and SH6 had light congestion indicating the ability to handle more traffic volume. More than 29,000 riders used the shuttle service.

The relatively standard set of alterations to signal timing were conducted to address the changing postgame traffic demands, with more intersections under control by the College Station Traffic Control Center. There were no crashes or trains during the postgame traffic period. The pregame set-up and postgame removal of traffic control devices by the new College Station contractor did take longer than planned, but those issues will be resolved before the Prairie View A&M game.

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

Game Description

- Game attendance: 100,443
- Weather: 88 degrees, Sunny, Wind East 6 mph
- Kickoff: 2:39 PM End of Game: 6:42 PM (Overtime)
- 3rd quarter score: Texas A&M 24 – #16 UCLA 9

Parking

With slightly less-than-capacity attendance and a smaller tailgater crowd than for the larger SEC games, the parking demand was slightly higher than the 2014 and 2015 average of 21,000 vehicles. With the introduction of 1,400 new spaces in Cain Garage, the main campus parking lots saw a higher number of vehicles parked than in previous years. In addition, many of the RV spaces were consolidated to the new Aggie RV Park and Lot 58 RV park, opening spots for additional regular vehicle parking in Reed/Agriculture, East Main and Vet/Agronomy lots. The biggest shift in parking (other than the Cain Garage) was an increase in the 12th Man parking in the Reed Arena lots and a decline in parking along Agronomy Road.

The additional parking space for regular vehicles in areas close to Kyle Field will prove to be key in accommodating the larger SEC crowds that are expected for the October 8th game against the University of Tennessee. The pre-pay option offered by the ParkMe parking app continues to provide faster entry and more efficient loading of larger parking lots and garages.

To ensure the Cain Garage patrons understood the new exit path options, Transportation Services prepared and staffed a map display during the pregame period. The plan and travel choices allowed the garage to clear by about 45 minutes postgame without overloading the Wellborn/Old Main intersection. The overtime exit crowd surge provided a good test for future games when the garage will have more patrons.

Approximately 4,700 cars were parked using an A&M parking permit to access one of the gameday lots; studies performed last year suggest 2,400 more fans would have been carried in these cars had they been required to pay the full gameday parking charge. This number is similar to the larger games seen during the last two seasons; it may be a component of addressing future needs for more gameday parking.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	2015 Average	Sept 10 Prairie View A&M	Oct 8 UTenn	Oct 29 New Mexico State	Nov 12 Univ Miss	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,490						
East Main	2,370	2,280						
Reed/ Agriculture	9,110	8,440						
Research Park	3,200	3,090						
Vet/Agronomy	2,070	2,920						
Grand Total	21,970	21,210						

Shuttle Bus Ridership

The 29,200 bus riders were a bit under the 2015 season average and about 2,000 more than the average 2014 game. The change in parking patterns were reflected in the changes in shuttle bus ridership with higher ridership on Bonfire (serving the northeast corner of campus), Stotzer and Bush Library routes. There was much lower ridership than 2015 on the Agronomy route and slightly lower ridership on the Grid and off-campus apartment shuttle routes. The switch in ridership on the

Agronomy and Stotzer routes is substantially related to the relocation of worker parking from north of F&B Road to the Vet School area served by the Stotzer buses.

2016 Gameday Bus Route Ridership

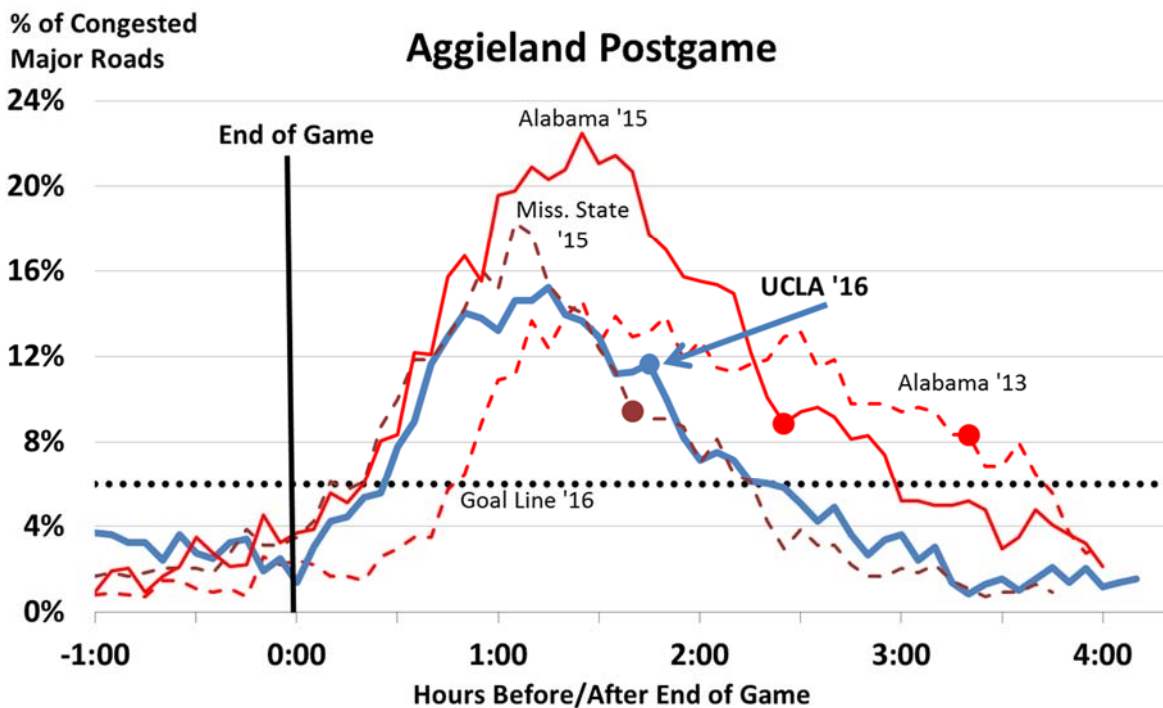
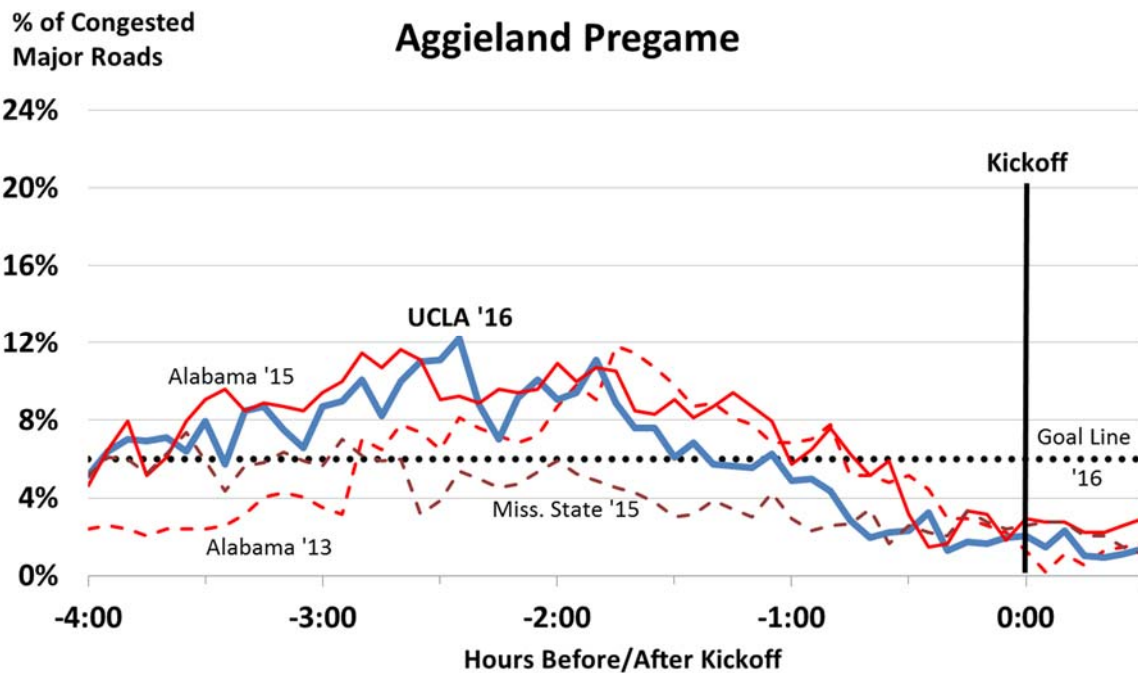
Route	Sep.3 UCLA	2015 Average	Sep. 10 Prairie View A&M	Oct. 8 Univ Tenn	Oct. 29 New Mexico State	Nov. 12 Univ Miss	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	5,220						
D'twn Bryan	1,130	1,010						
Off-Campus Routes	3,930	4,570						
Off-Campus Total	9,730	10,800						
Agronomy	2,100	4,710						
Bonfire	3,280	2,790						
Bush Library	8,200	7,570						
Lot 58	590							
Para	170	370						
Reed/Olsen	640	790						
Stotzer	3,200	1,780						
WHR	1,300	1,300						
On Campus Total	19,480	19,310						
TOTAL	29,210	30,110						

Traffic Congestion

There have only been two 2:30 pm kickoff games in the last two years for comparison purposes - Alabama 2013 and 2015. UCLA pregame traffic peaked at 12 percent by around 2 hours before kickoff, about the same levels of the two pregame Alabama games and between the peak times. The same congestion decline pattern was seen pregame.

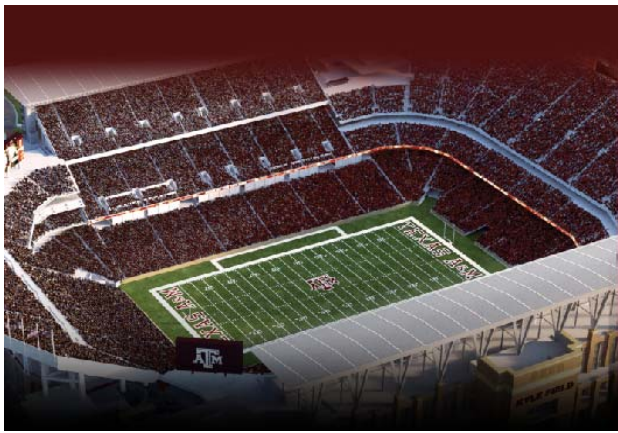
The UCLA game went into overtime, which kept fans in their seats until the end of the game. Once the Aggies emerged victorious, a very large crowd flooded to their vehicles and destinations. New procedures were in place to ensure the safety of pedestrians while getting vehicular traffic out of campus and to their destinations as efficiently as possible. On-campus traffic control was removed by 8 p.m. and College Station began removing their police officers and control devices by 8:20 p.m. Villa Maria and SH6 had light congestion indicating the ability to handle more traffic.

The College Station Traffic Control Center staff have developed a pattern of signal timing alterations to address the differences in traffic demands as the postgame period proceeds. These involve taking away green time from streets where traffic volume has declined. Two crashes between 7:45 p.m. and 8:00 p.m. affected Wellborn Road traffic to a small degree, but there were no trains during the postgame traffic period. The pregame set-up and postgame removal of traffic control devices by the new College Station contractor did take longer than planned, but those issues will be resolved before the Prairie View A&M game. Improved traffic signal operations and a better understanding of the transportation plan will be important elements as Texas A&M enters the SEC portion of the schedule.



The dots on the graph indicate the times when the City of College Station began removing their police officers and traffic control devices in recognition of the declining congestion.

Consult the gameday.12thman.com website and the Destination Aggie Land app for more details. Please provide any review comments or suggestions to gamedaytraffic@tamu.edu



KYLE FIELD TRANSPORTATION PLAN

Prairie View A&M University Evaluation (Preliminary) September 10, 2016

The word 'only' should not be a part of any Aggie Football gameday discussion – especially when transportation is the topic. It's not 'only' 96,000 fans who showed up to watch the Aggies play Prairie View A&M University. That number is 6,000 more than Kyle Field had ever seen before 2014. The less-than-jam-packed crowd still presents historic challenges, especially when 11 a.m. kickoff times ensure a late-arriving crowd. With all that noted, the parking, shuttle bus and traffic plan designed to handle 120,000 fans and tailgaters performed very well on Saturday. Pregame congestion only barely reached the goal line level – much less extensive congestion than a typical rush hour commute in Bryan-College Station. With the steady flow of fans leaving the game after halftime; postgame experienced better-than-evening-rush-hour conditions as well.

Pregame traffic congestion peaked right before kickoff, with the usual suspects – Wellborn Road and George Bush Drive – having the majority of congestion. William D Fitch (SH 40), Wellborn Road and FM 2818, were basically free-flow from sunrise to game time. Congestion levels followed the same pattern as the two 2015 11 a.m. kickoffs for Nevada and South Carolina. The large parking lots on west campus did not fill, and the Momentum Bank Plaza park-and-ride lot was less full than for UCLA.

Postgame traffic congestion peaked earlier, stayed around 10 percent of the major road network (also less than typical rush hours) for about an hour and then reached the goal line at 1 hour postgame. The peak was lower than the two 2015 11 a.m. kickoffs and congestion ended sooner. The afternoon game ending whistle meant more tailgating and less interest in a rapid departure. On-campus traffic control was removed around 3 p.m. and the College Station traffic control devices were being removed by 3:45 p.m. after waiting until the Prairie View Panther team buses left Kyle Field. Almost 23,000 riders used the shuttle service, a number never exceeded before 2014, but many times since.

A few signal timing changes were used to address the changing traffic demands, but there were no crashes during the postgame traffic period. One train came through the postgame traffic plan just after game end.

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

Game Description

- Game attendance: 96,412
- Weather: 80 degrees, Sunny, Wind NW 20 mph
- Kickoff: 11:01 AM End of Game: 2:34 PM
- 3rd quarter score: #20 Texas A&M 51 – PVAMU 0

Parking

As with many 11 a.m. games, the traffic control expected the late arriving mass of fans all at once. The Prairie View A&M game saw the majority of the parking numbers to be lower than the 2015 average, with the exception of the Reed/Agriculture lots. The 100 RVs that were moved from the Reed Arena lot to Aggie RV Park and the Lot 58 RV area enabled 700 vehicles to use that space.

The Prairie View A&M game saw parking demand lower than both 11 a.m. games in 2015 against Nevada and South Carolina (19,320 and 18,450). Both totals are much lower than the 2015 per-game average, but not unusual considering the kick-off time. With this lower demand, parking lot entry was easily handled.

The new 1,400 space Cain Garage was again less-than-full and the entry and exit plan allowed the garage to function well. The information help area in Cain Garage, will continue to be provided by Transportation Services, to ensure patrons know their exit path options.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	Sept 10 Prairie View A&M	Oct 8 Tennessee	Oct 29 New Mexico State	Nov 12 Mississippi	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,460					
East Main	2,370	1,630					
Reed/Agriculture	9,110	8,780					
Research Park	3,200	1,700					
Vet/Agronomy	2,070	1,520					
Grand Total	21,970	18,090					

Shuttle Bus Ridership

The lower parking demand was also reflected in the shuttle bus ridership. Ridership was lower than the 2015 average ridership, but about the same as the 2015 South Carolina 11 a.m. game ridership. The new Lot 58 RV park shuttle bus ridership should continue to grow as patrons become accustomed to the service. The increase in gameday operations staff parking along the Stotzer bus route contributed to about 1,000 more riders than in 2015. The Kyle Field gameday staff was included in the Bush Library route in 2014 and the Agronomy route in 2015. More of the Kyle Field gameday staff is using the worker parking areas than in past years, a trend that will likely continue for the 2016 season.

2016 Gameday Bus Route Ridership

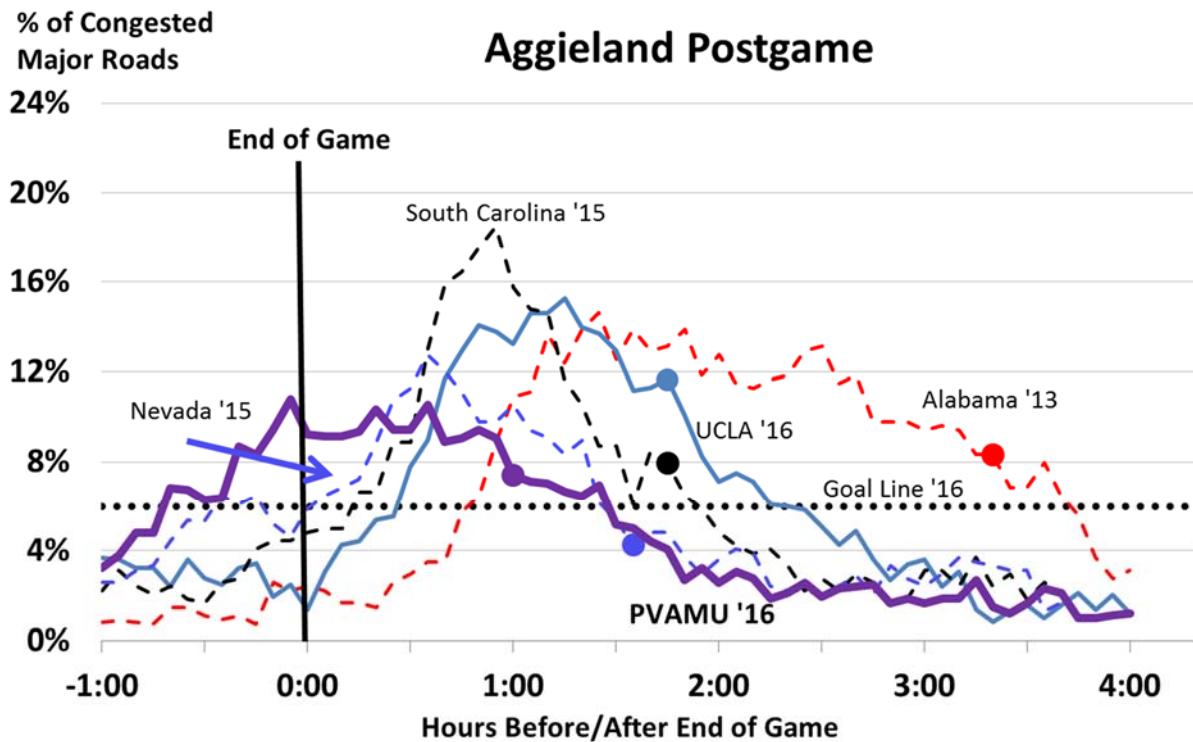
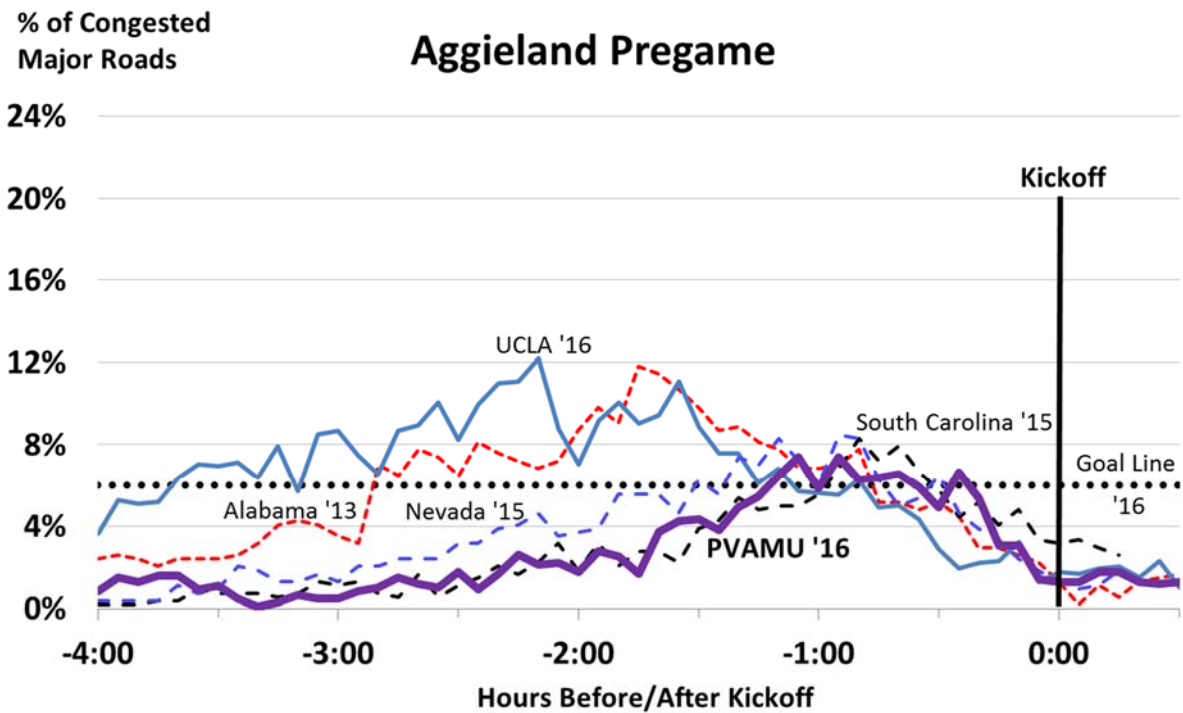
Route	Sep.3 UCLA	Sep. 10 Prairie View A&M	Oct. 8 Tennessee	Oct. 29 New Mexico State	Nov. 12 Mississippi	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	4,120					
D'twn Bryan	1,130	780					
Off-Campus Routes	3,930	3,480					
Off-Campus Total	9,730	8,380					
Agronomy	2,100	1,890					
Bonfire	3,280	2,460					
Bush Library	8,200	5,280					
Lot 58	590	470					
Para	170	110					
Reed/Olsen	640	520					
Stotzer	3,200	2,720					
WHR	1,300	1,100					
On Campus Total	19,480	14,550					
TOTAL	29,210	22,930					

Traffic Congestion

As seen in past morning football games, the arrival of fans is much closer to the kickoff time than afternoon and evening games. The congestion seen in the Prairie View A&M game mirrored the trends for the 2015 11 a.m. games, with peak pregame congestion barely rising above the goal line at about 8%. This peak level was sustained until about an hour prior to kickoff, when congestion began a steady decline. Harvey Mitchell Parkway (FM 2818) remained uncongested during pregame. Media outlets and Transportation Services will continue to promote the William D. Fitch, Wellborn, FM 2818 route to encourage more fan usage on this underutilized pregame route.

The postgame traffic congestion followed an unusual trend due to the high number of patrons leaving after halftime. Congestion went above the goal line at about 45 minutes prior to the end of game, early even for 11 a.m. games. When the game clock hit zero, congestion reached its highest peak at about 10%, and remained at this level until around 1 hour postgame. The postgame traffic plan was helped by the early end of game, and patrons visiting tailgates and hanging out on campus, versus the normal rapid departure.

Texas A&M began removing traffic control devices by about 30-minutes postgame. The College Station traffic control devices were not able to be removed until around an hour and 15 minutes postgame due to a delay in the departure of the Prairie View A&M team buses. The improved signal timing by the City of College Station allowed traffic to move smoother, with relatively few alterations or adjustments by officers and staff.



The dots on the graph indicate the times when the City of College Station began removing their police officers and traffic control devices in recognition of the declining congestion.

Consult the gameday.12thman.com website and the Destination AggieLand app for more details. Please provide any review comments or suggestions to gamedaytraffic@tamu.edu



#9 University of Tennessee Evaluation (Preliminary) October 8, 2016

The Kyle Field transportation plan was put to the test with the second largest stadium attendance in Texas A&M football history, likely the largest gameday crowd in State of Texas football history, and a close game with few early departures. And it passed that test with flying colors. The dedicated parking, traffic, bus and law enforcement staff from Texas A&M Transportation Services and City of College Station handled the large crowd, a few accidents and a medical emergency. Even though more cars were parked than for any other A&M football game, the postgame traffic congestion goal was achieved in 2½ hours, an hour sooner than the benchmark pre-plan game (Alabama in 2013).

Pregame traffic was heavy with many parking lots filling early in the day. An estimated “tailgater fan” crowd of 25,000 additional fans contributed to the 4th highest gameday bus ridership. Pregame congestion dropped below the goal line 90 minutes prior to kickoff and the stands were packed at game time. Push notifications from the Destination Aggieland app and Twitter were used with great success to update fans about parking lot status and shuttle bus operations. Additionally, the Corps Campus March route was executed with minimal disruptions to traffic and bus operations.

During the game Spence Park and Reed Arena hosted huge numbers of tailgaters, and very few fans left the game early. Congestion peaked at a level close to the all-time high of the 2015 Alabama game, but the target congestion level of 6% of the major road system (less than half of the typical evening rush hour) was reached sooner than either Alabama games (2013 and 2015) which had slightly smaller gameday crowds.

Off-season plan improvements identified elements of the traffic plan to operate independently; thereby allowing several of the campus road closures to be removed sooner than planned. There are still some improvements that will be made as new technology and plans are deployed. But the initial review shows a ‘win’ for the dedicated transportation and law enforcement staff.

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

Game Description

- Game attendance: 106,248
- Weather: 81 degrees, Sunny, Wind - North/Northeast 5 mph
- Kickoff: 2:39 PM End of Game: 7:22 PM (Overtime)
- 3rd quarter score: #8 Texas A&M 28 – #9 Tennessee 14

Parking

A 2:30 p.m. kickoff time is an indicator of a big game, and the Tennessee game did not disappoint. All the parking areas set season records except the Reed/Agriculture lots, and the total of 24,520 parked vehicles was more than any game in A&M Football history. All of the large main campus and west campus lots and garages were full or almost full with the exception of the new Cain Garage (which had a season high 1,100 of 1,400 spaces filled) and the Agronomy Road lots.

The combination of the top 10 battle, ESPN Gameday in Spence Park and very nice weather caused many early arrivals. The Transportation Services parking staff did a very good job of getting traffic off of the campus streets and into parking lots. The traditional entry route congestion developed on routes east of Wellborn Road, with George Bush Drive, University Drive and Texas Avenue. FM 2818 continues to be an underutilized and uncongested entry route.

The relocation of RV parking has meant more space for car parking near Kyle Field, and even with the record parking numbers, spaces were available. Two trends are evident, however: a) the Agronomy Road parking lots are not filling as quickly as in the past couple of seasons even though the exit routes from those locations are easier than many other areas, and b) the free gameday parking offered to those with valid A&M parking permits work against the efficient use of the spaces that are available. After three games this season, we've noted approximately 13,000 spaces used by those permit holders; the occupancy study done last year showed that these vehicles would have accommodated 6,500 more fans, with commensurately less traffic congestion. The value of the permit holder parking is close to \$275,000 which could have been used to support the transportation plan.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	Sept 10 Prairie View A&M	Oct 8 Tennessee	Oct 29 New Mexico State	Nov 12 Mississippi	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,460	5,620				
East Main	2,370	1,630	2,500				
Reed/Agriculture	9,110	8,780	8,870				
Research Park	3,200	1,700	4,750				
Vet/Agronomy	2,070	1,520	2,780				
Grand Total	21,970	18,090	24,520				

Shuttle Bus Ridership

The record parking volume was also reflected in the bus ridership; the system carried more than 31,300 riders during the day. Every route except two had the highest ridership for the 2016 season. The ridership was the 4th highest ever recorded for an A&M gameday, exceeded only by two 6:30 pm games (when fans have more time to move around campus) and the 2015 Alabama game. Ridership on the off-campus routes to student apartments and to the two park-and-ride locations at American Momentum Bank Plaza remains strong, and contributes to less vehicle congestion on campus and the surrounding road network. The Momentum Bank parking lot was full by 1 p.m., further highlighting the demand for the service.

Transit staff was kept busy directing buses and pedestrians to avoid the Corps Campus march around the MSC, but no significant delays were seen. Changes are being studied for the Ole Miss game, however, when an alternate march-in route will be used. Before and after games of all crowd sizes, the routes using the MSC and Joe Routt are subject to vehicle and pedestrian congestion.

The Lot 58 RV park shuttle bus and the increase in gameday operations staff parking along the Stotzer bus route contributed to the ridership increases. (The Kyle Field gameday staff parked along the Bush Library route in 2014 and the Agronomy route in 2015). More of the Kyle Field gameday staff is using the worker parking areas than in past years, a trend that will likely continue for the 2016 season.

2016 Gameday Bus Route Ridership

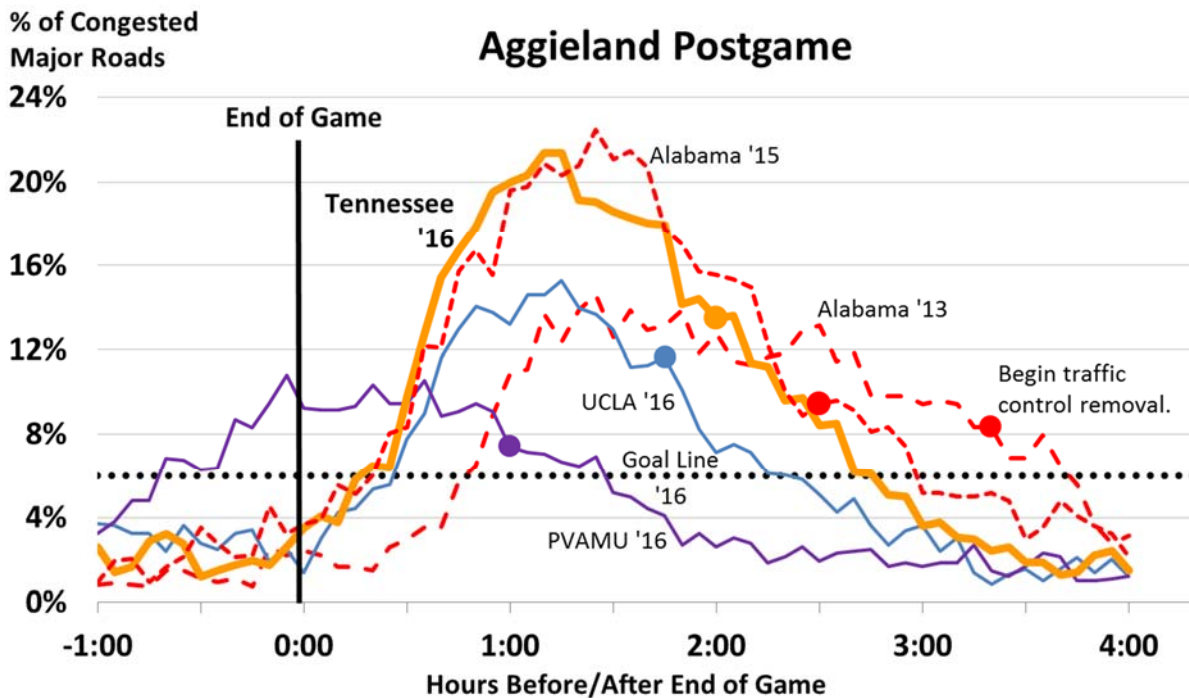
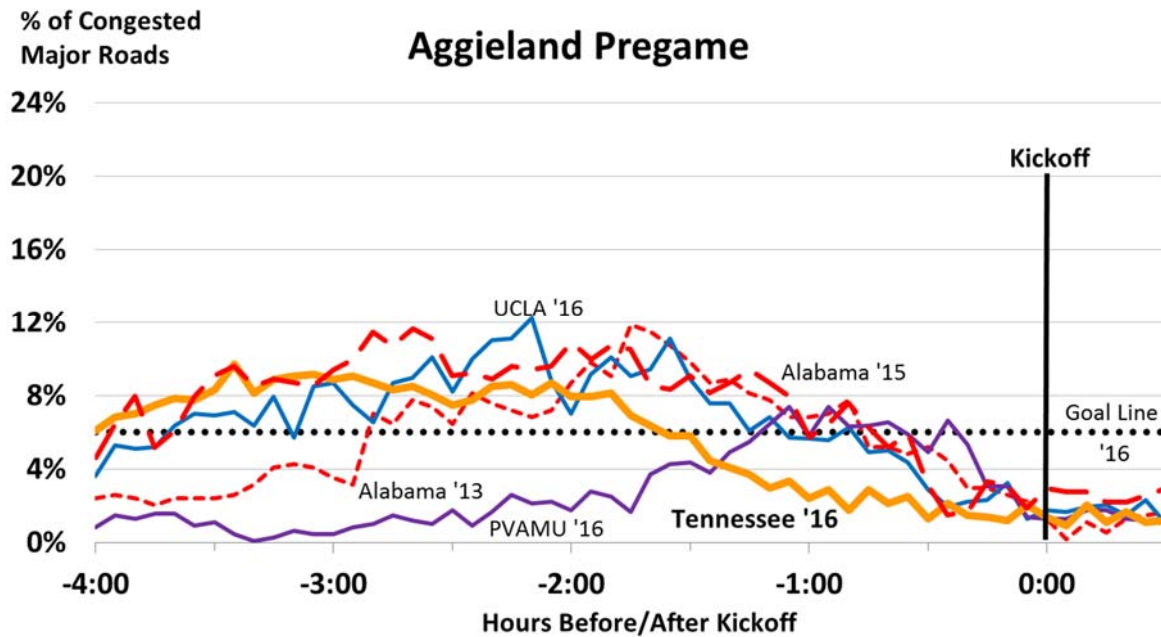
Route	Sep.3 UCLA	Sep. 10 Prairie View A&M	Oct. 8 Tennessee	Oct. 29 New Mexico State	Nov. 12 Mississippi	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	4,120	4,800				
D'twn Bryan	1,130	780	1,270				
Off-Campus Routes	3,930	3,480	4,560				
Off-Campus Total	9,730	8,380	10,630				
Agronomy	2,100	1,890	3,030				
Bonfire	3,280	2,460	2,990				
Bush Library	8,200	5,280	8,680				
Lot 58	590	470	790				
Para	170	110	170				
Reed/Olsen	640	520	810				
Stotzer	3,200	2,720	2,800				
WHR	1,300	1,100	1,420				
On Campus Total	19,480	14,550	20,690				
TOTAL	29,210	22,930	31,320				

Traffic Congestion

Pregame traffic congestion peaked around 3½ hours before kickoff, with the usual suspects – Texas Avenue, Wellborn Road and George Bush Drive – having the majority of congestion. The entry route using William D Fitch (SH 40), Wellborn Road and FM 2818, was basically free-flow during the pregame period. Congestion levels were above the 6 percent goal line value for more than two hours, but never exceeded 10 percent.

Postgame congestion followed a pattern similar to the 2015 Alabama game, going above the goal at 30 minutes after game end, rising above 20 percent of the major road system and then dropping relatively quickly. The College Station Police successfully met some unusual challenges, including a woman who went into labor on Stotzer Blvd an hour postgame, and four minor accidents. Removal of the on-campus traffic control was initiated just after an hour postgame, and removal of College Station's traffic control devices began about two hours postgame. The improved signal timing and law

enforcement coordination by the City of College Station allowed traffic to move smoothly, with several adjustments by officers and staff as traffic patterns changed.



Dots indicate when City of College Station began removing police officers and traffic control devices.

Consult the gameday.12thman.com website and the Destination Aggiefield app for more details. Please provide any review comments or suggestions to gamedaytraffic@tamu.edu



New Mexico State University Evaluation (Preliminary) October 29, 2016

Scoring that helps football traffic, like successful election strategy, happens early and often. And in the first-ever battle between these two “Aggie” teams, the home Aggies won handily and fans began departing Kyle Field after the Fightin’ Texas Aggie Band won halftime. The early exit of a near-capacity crowd meant a less-hecktic but earlier postgame traffic phase. The late kickoff also meant the pregame entry traffic was distributed across many hours, with pregame congestion peaking between 3 and 4 hours pregame. We also met the congestion goal - only 6% of the major road network between Villa Maria and William D. Fitch Pkwy had stop-and-go traffic.

Pregame traffic was steady after noon but not heavy, and Transportation Services reported parking several hundred more cars than for the Prairie View A&M game. The extra tailgater fan crowd was also low in comparison to the bigger 2016 season games. It should be noted, however, that the estimated 5,000 to 10,000 extra fans would have been a typical crowd before A&M joined the SEC. Push notifications from the Destination Aggieworld app and updates on the @GetToAggieGame Twitter account were again successfully used to notify fans about parking lot status and shuttle bus operations. The bus system carried 26,200 riders during the day.

The big Texas Aggie lead at halftime and the evening kickoff motivated some fans to get an early start on the trip home. The campus and city traffic and law enforcement staff showed proficiency again in successfully managing the pedestrian and vehicle traffic with few adjustments to signal timing. Most of the on-campus traffic control personnel cleared out by 10:30 p.m. and the City of College Station traffic control began dismantling before 11:00 p.m., right after the road-team Aggies departed. The 6% target congestion level (less than half of the typical evening rush hour) was reached at 1 hour postgame. These times are both slightly shorter than the Prairie View A&M game and much sooner than the gameday goals.

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

Game Description

- Game attendance: 99,960
- Weather: 83 degrees, Sunny, Wind - South/Southeast 5 mph
- Kickoff: 6:32 PM End of Game: 9:51 PM
- 3rd quarter score: #9 Texas A&M 45 – New Mexico State 3

Parking

The long pregame period and efficient processes contributed to another successful parking operation. Although most of the main campus parking lots and garages were full before kickoff, the Cain Garage, many of the larger west campus lots, and Agronomy Road parking lots were not full by game time. Parking totals were a few hundred less than the UCLA game, but 3,400 more than the Prairie View A&M game. In recognition of the changes in transportation operations, what we might now consider “mundane” parking volume was the 9th highest number of parked cars for an A&M football game, and was exceeded only twice before 2015. Oh, how things have changed.

The RV parking consolidation and change in Kyle Field gameday staff parking locations reduced the Vet/Agronomy parking numbers and increased parking around Reed Arena and on Main Campus. The new 1,400 space Cain Garage was about half-full and the entry and exit plan allowed the garage to function well. To date, more than 17,500 spaces have been used by fans (and probably a few working professors and students) with valid A&M permits. The lower persons per vehicle seen in these vehicles mean that an additional 9,000 fans could have been accommodated at typical pay lot occupancy rates.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	Sept 10 Prairie View A&M	Oct 8 Tennessee	Oct 29 New Mexico State	Nov 12 Mississippi	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,460	5,620	5,710			
East Main	2,370	1,630	2,500	2,280			
Reed/ Agriculture	9,110	8,780	8,870	8,960			
Research Park	3,200	1,700	4,750	2,570			
Vet/Agronomy	2,070	1,520	2,780	2,000			
Grand Total	21,970	18,090	24,520	21,520			

Bus Ridership

More than 26,000 rides were provided during the New Mexico State gameday, with particularly high numbers on the Grid and Downtown Bryan park-and-ride service, the Paratransit shuttle and the Reed/Olsen route. Although parking totals lagged behind the Tennessee and UCLA games, ridership on six of the 11 routes were either highest or second-highest for the season. The later kickoff games allow fans to use the bus system to move around campus to the Aggie Fan Zone, other campus events or tailgates. The Stotzer bus route saw its lowest 2016 ridership, and changes are being examined for that service. The ridership on the Agronomy Road route has been lower than previous seasons due to changes in worker parking and RV lot locations.

2016 Gameday Bus Route Ridership

Route	Sep.3 UCLA	Sep. 10 Prairie View A&M	Oct. 8 Tennessee	Oct. 29 New Mexico State	Nov. 12 Mississippi	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	4,120	4,800	4,790			
D'twn Bryan	1,130	780	1,270	1,300			
Off-Campus Routes	3,930	3,480	4,560	3,010			
Off-Campus Total	9,730	8,380	10,630	9,100			
Agronomy	2,100	1,890	3,030	2,310			
Bonfire	3,280	2,460	2,990	2,670			
Bush Library	8,200	5,280	8,680	6,850			
Lot 58	590	470	790	680			
Para	170	110	170	210			
Reed/Olsen	640	520	810	1,000			
Stotzer	3,200	2,720	2,800	2,230			
WHR	1,300	1,100	1,420	1,180			
On Campus Total	19,480	14,550	20,690	17,130			
TOTAL	29,210	22,930	31,320	26,230			

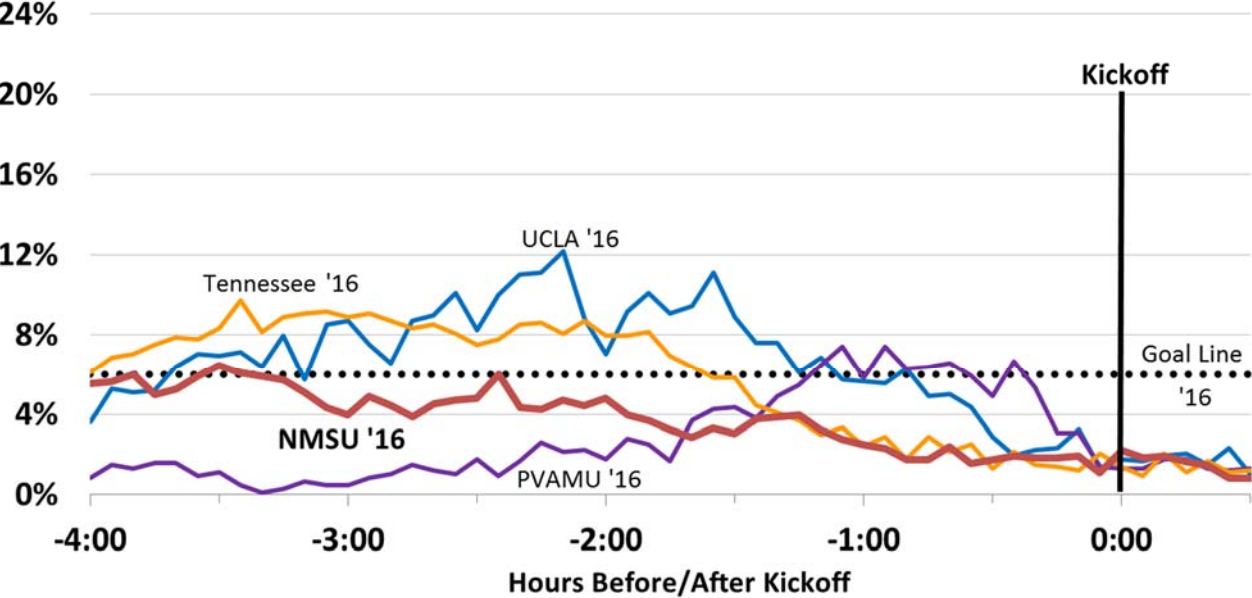
Traffic Congestion

As mentioned, pregame congestion was not a significant problem, with only about 15 minutes of congestion above the congestion goal level. The lower congestion was not due to fans taking less congested routes, as the usual travel patterns were evident.

Postgame traffic control was deployed at the start of the 4th quarter, but this may have been about 15 minutes too late to help all of the departing fans. The drop in congestion right after game end is the effect of the full traffic control being deployed. Congestion then increased slightly and closely followed the Prairie View A&M game pattern. West Campus Garage traffic control was cleared by about 10:15 p.m. and campus traffic control was removed by 10:30 p.m. The typical congestion was experienced on FM 2818 and Holleman, but congestion declined so that College Station traffic control could be removed by 11 p.m.

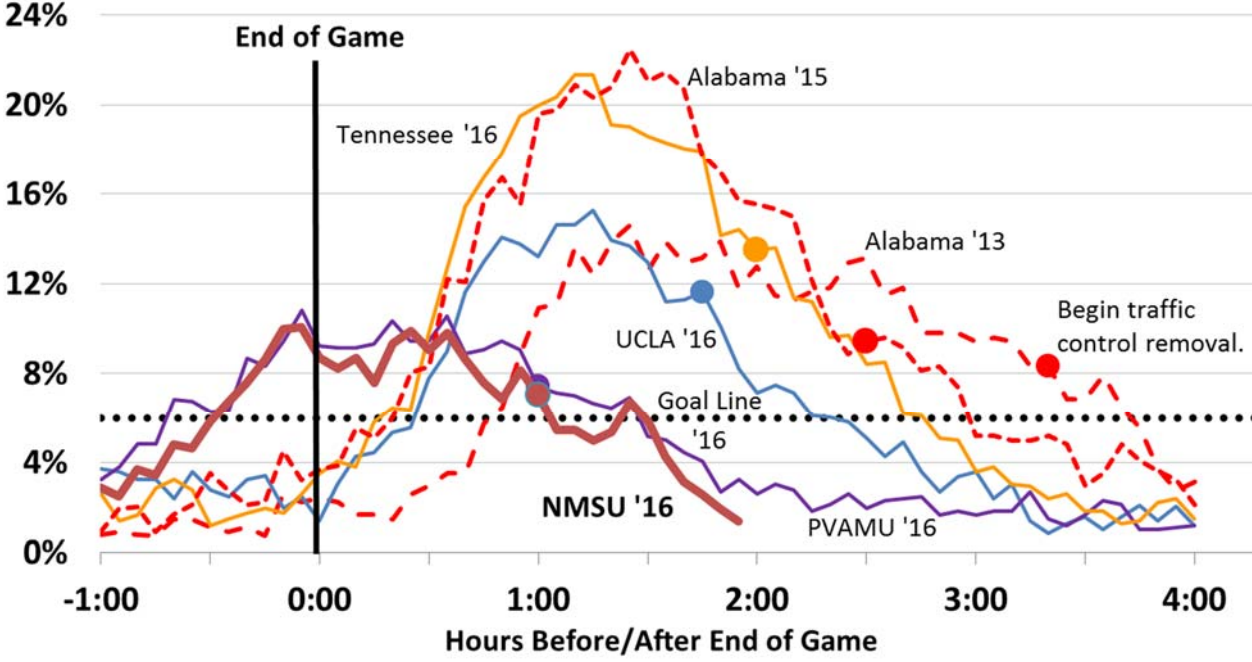
% of Congested Major Roads

Aggieland Pregame



% of Congested Major Roads

Aggieland Postgame



Dots indicate when City of College Station began removing police officers and traffic control devices.

Consult the gameday.12thman.com website and the Destination Aggieland app for more details. Please provide any review comments or suggestions to gamedaytraffic@tamu.edu



University of Mississippi Evaluation (Preliminary) November 12, 2016

Weather ordered by the Chamber of Commerce greeted the 5th largest Kyle Field crowd and another enormous group of extra tailgaters. With the game not decided until the final minute, the transportation plan and staff had another real test. As with the other big games against UCLA and Tennessee, the plan and staff from campus and City of College Station worked very well and the congestion goal was reached before 2 hours postgame.

The big crowd and evening kickoff provided ample opportunities for fans to move around campus during the day, generating a relatively high 30,500 bus riders. Parking demand patterns are changing in reaction to the spaces opened by the RV parking relocation. The parking lots toward the east side of main campus are regularly filling, the garages (except the new Cain Garage) are usually full by kickoff, the Agronomy Road lots are seeing higher demand and the large Fan Field parking area on west campus has seen declines in parking volume. This redistribution is contributing to improvements in pregame and postgame traffic conditions. Notifications from the Destination Aggieland app and Twitter seem to have some effect on fan choices for gameday parking lots and bus options.

Postgame traffic was challenged by a stadium and tailgater crowd similar to the Tennessee game. Almost all of the gameday parkers in the Cain, Southside, Central and Northside Garages were gone by 60 minutes postgame, and West Campus Garage traffic had dwindled by 80 minutes. Campus traffic control was being removed by 11:30 p.m. College Station's traffic signal system was put back into regular evening peak operation and traffic control removal was begun at midnight – less than two hours postgame. The target congestion level of 6% of the major road system (less than half of the typical evening rush hour) was reached before midnight.

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

Game Description

- Game attendance: 104,892
- Weather: 70 degrees, partly Cloudy, Wind - North/Northwest 5 mph
- Kickoff: 6:39 PM End of Game: 10:08 PM
- 3rd quarter score: #10 Texas A&M 21 – Mississippi 6

Parking

Pregame traffic for a 2:30 p.m. game benefits from enough time to allow the efficient parking processes to function and the Tennessee game was another example of the successful parking operation. Although most of the main campus parking lots and garages were full before kickoff, the Cain Garage, many of the larger west campus lots, and Agronomy Road parking lots were not full by game time. Parking totals were about 600 less than the Tennessee game, and was the second highest ever for an A&M football game.

Main campus and east main campus lots saw the highest totals of the 2016 season. Parking around Reed Arena and in the Vet/Agronomy area were near season highs. The RV parking consolidation and change in Kyle Field gameday staff parking locations has reduced the Vet/Agronomy parking numbers. The new 1,400-space Cain Garage had about 1,100 vehicles, but the entry and exit plan allowed the garage to function well.

To date, more than 23,000 valid A&M permits have been used during gameday parking operations. Those spaces have been used by fans, as well as working professors and students with academic responsibilities. If all of those permits would have included the gameday vehicle occupancy, instead of the lower persons per vehicle seen in the any-valid-permit vehicles an additional 12,000 fans could have been accommodated in the gameday parking lots.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	Sept 10 Prairie View A&M	Oct 8 Tennessee	Oct 29 New Mexico State	Nov 12 Mississippi	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,460	5,620	5,710	5,900		
East Main	2,370	1,630	2,500	2,280	2,720		
Reed/Agriculture	9,110	8,780	8,870	8,960	8,890		
Research Park	3,200	1,700	4,750	2,570	3,780		
Vet/Agronomy	2,070	1,520	2,780	2,000	2,660		
Grand Total	21,970	18,090	24,520	21,520	23,950		

Bus Ridership

The shuttles carried the seventh-highest demand ever with almost 30,000 riders. The full parking lot at American Momentum Bank Plaza for the Get to the Grid shuttle points to a continued successful operation there, and ridership on the Downtown Bryan route was also the highest of the season. The Downtown Bryan ridership continues to build, with ridership up about 20 percent from comparable 2015 games. Other season highs were posted on the Bonfire and Lot 58 RV routes. Likewise, the on- and off-campus subtotals were just behind the Tennessee game ridership. The Stotzer bus route ridership rebounded from the New Mexico State game, partly due to alterations in the route path to stop at the 12th Man parking lots first; other changes are being examined for that service. Ridership on the Agronomy Road route has been lower than previous seasons due to changes in worker parking and RV lot locations, but many lots were full for the Mississippi game.

2016 Gameday Bus Route Ridership

Route	Sep.3 UCLA	Sep. 10 Prairie View A&M	Oct. 8 Tennessee	Oct. 29 New Mexico State	Nov. 12 Mississippi	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	4,120	4,800	4,790	5,100		
D'twn Bryan	1,130	780	1,270	1,300	1,320		
Off-Campus Routes	3,930	3,480	4,560	3,010	3,890		
Off-Campus Total	9,730	8,380	10,630	9,100	10,310		
Agronomy	2,100	1,890	3,030	2,310	2,800		
Bonfire	3,280	2,460	2,990	2,670	3,300		
Bush Library	8,200	5,280	8,680	6,850	7,760		
Lot 58	590	470	790	680	830		
Para	170	110	170	210	180		
Reed/Olsen	640	520	810	1,000	850		
Stotzer	3,200	2,720	2,800	2,230	2,540		
WHR	1,300	1,100	1,420	1,180	1,270		
On Campus Total	19,480	14,550	20,690	17,130	19,530		
TOTAL	29,210	22,930	31,320	26,230	29,840		

Traffic Congestion

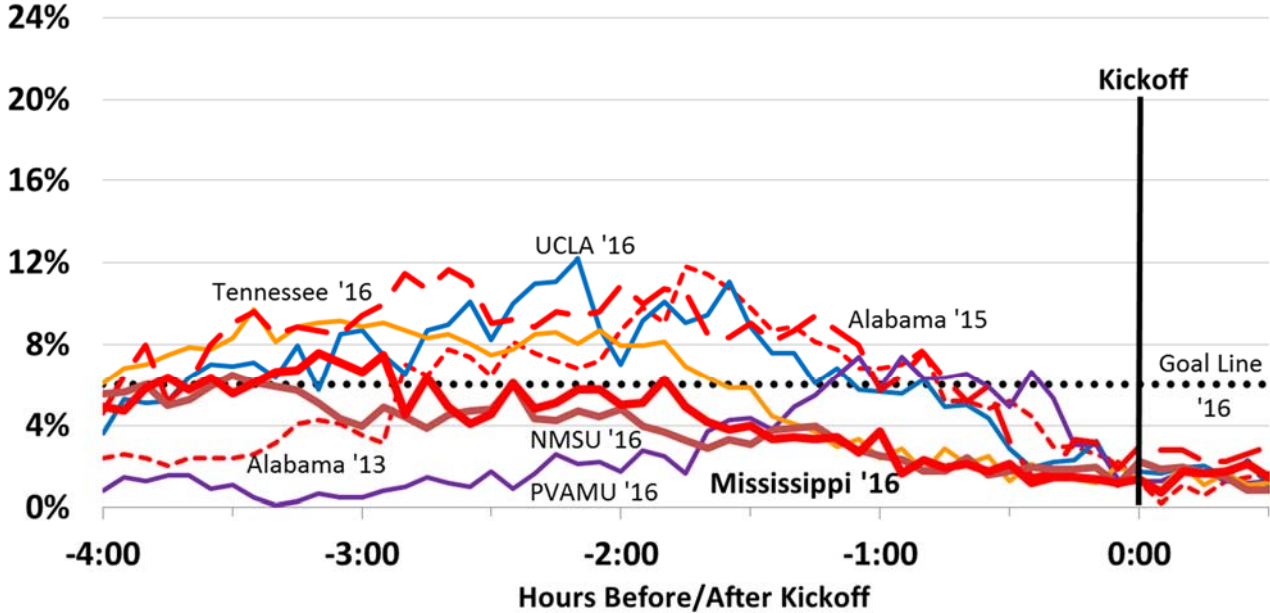
Campus transportation staff did well adapting to the changes brought by the impressive Corps of Cadets Review on Simpson Drill Field. Memorial Student Center bus stops were relocated and Cain Garage entry procedures were slightly adjusted with no effect on gameday guests – other than increased excitement. Pregame congestion peak around 3:30 p.m. and slowly declined afterwards as fan entry spread over a number of hours.

Pregame traffic procedures around the entry of the two football teams continues to be an area ripe for improvement; major changes will have to wait for next season, but efficiencies with the current plan will be pursued for the remaining two games.

Postgame congestion followed the Tennessee game pattern until about 45 minutes postgame, when congestion flattened and then began dropping sharply. The steep decline was likely due to the experience gained with traffic signal adjustments over the season. Typical congestion was seen on FM 2818, Holleman, University Drive and George Bush Drive but the problems were rapidly addressed and College Station traffic control probably could have been removed before midnight, as congestion was on a steep decline after 11:15 p.m. Campus controls were beginning to be removed around 11:30 p.m.

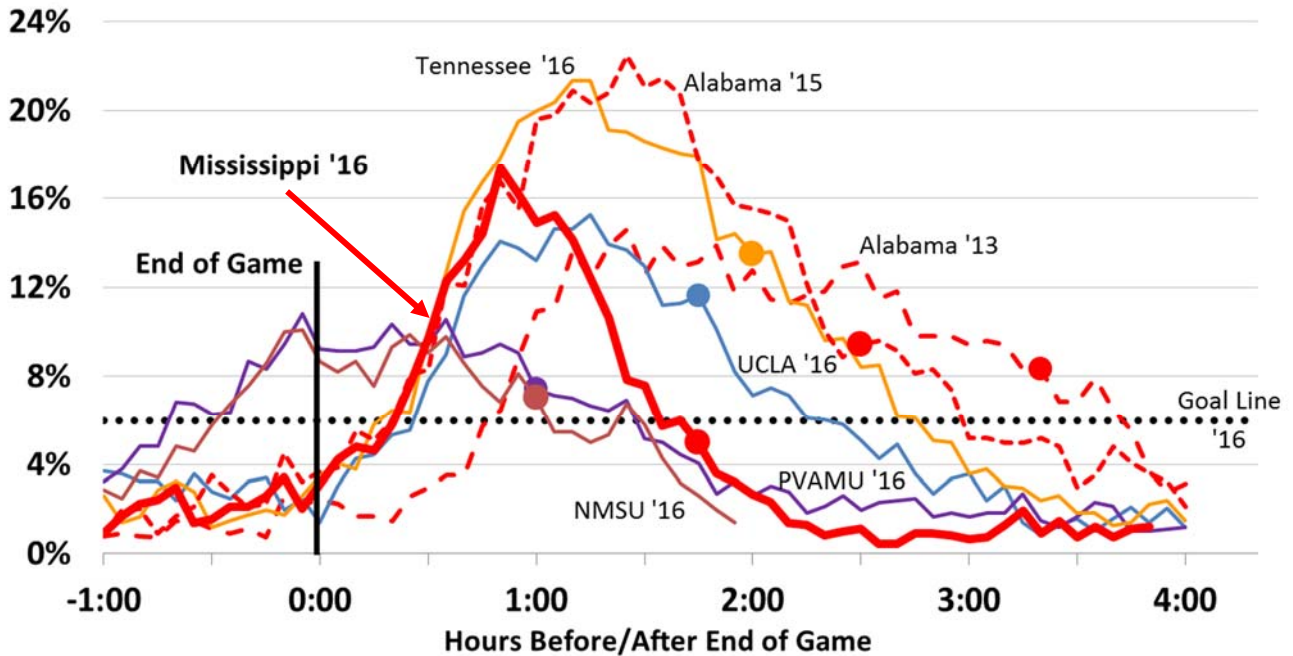
% of Congested Major Roads

Aggieland Pregame



% of Congested Major Roads

Aggieland Postgame



Dots indicate when City of College Station began removing police officers and traffic control devices.

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University of Texas-San Antonio Evaluation (Preliminary) November 19, 2016

The strength of schedule rating took an off-weekend with the Aggies hosting an unranked opponent between two SEC games. Transportation challenges also stepped back a bit from the SEC games with lower tailgate crowds, fewer fans in Kyle Field and lower parking and bus rider numbers. The early morning Texas-cold weather (low near 40) combined with the 11 a.m. kickoff contributed to a late-arriving crowd.

Pregame traffic did not really begin to build until 10 a.m., suggesting some Aggies decided the B-1 bomber flyover would look great from outside the stadium. The bigger parking lots on main and west campus did not fill, the Get to the Grid shuttle parking lot was also not full. Bus ridership for the day was 27,000, about the same as the New Mexico State game. Ridership highlights include Downtown Bryan retaining its share of park-and-ride service with about 20% of total ridership, and the off-campus apartment routes and Stotzer posting significant gains over the New Mexico State ridership.

Postgame traffic was handled quickly, with the usual congestion spots peaking at lower levels and for less time than the big games this year. The higher congestion peak than for other 11 a.m. games the last few years reflects the larger crowd and lower number of early departing fans; and yet, campus traffic control was being removed by 3:00 p.m. College Station's traffic signal system was put back into regular evening peak operation and traffic control removal was begun at 3:30 p.m., although congestion had been significantly addressed by 3:15 p.m.

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

Game Description

- Game attendance: 102,502
- Weather: 55 degrees, Sunny, Wind – North 13 mph
- Kickoff: 11:01 AM End of Game: 2:10 PM
- 3rd quarter score: #25 Texas A&M 23 – UTSA 10

Parking

The short pregame period and the windy and colder temperatures contributed to a lower tailgater crowd and the second-lowest number of parked vehicles. Parking totals for the UTSA game were just less than 19,400 vehicles, about seven percent higher than for the Prairie View game. The parking patterns generally saw increases around that level, with four parking lot groups also posting the second-lowest parking totals. Far west campus parking areas saw about 1/3rd more vehicles parked. Similar to Prairie View, only the smaller parking lots on main campus were filled and all of the larger parking areas on the campus edges had plenty of space available at kickoff. The park-and-ride shuttles carried good volume but the parking totals show that more space was available there, too.

The new 1,400 space Cain Garage was about half-full and the entry and exit plan allowed the garage to function well. To date, almost 28,000 spaces have been used by fans, working professors and students with valid A&M permits. The lower persons per vehicle seen in these vehicles mean that an additional 15,000 fans could have been accommodated at typical pay lot occupancy rates. The value of the 'free' spaces is about \$590,000.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	Sept 10 Prairie View A&M	Oct 8 Tennessee	Oct 29 New Mexico State	Nov 12 Mississippi	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,460	5,620	5,710	5,900	4,810	
East Main	2,370	1,630	2,500	2,280	2,720	1,740	
Reed/Agriculture	9,110	8,780	8,870	8,960	8,890	8,900	
Research Park	3,200	1,700	4,750	2,570	3,780	2,310	
Vet/Agronomy	2,070	1,520	2,780	2,000	2,660	1,620	
Grand Total	21,970	18,090	24,520	21,520	23,950	19,380	

Bus Ridership

Early kickoff times typically result in lower bus ridership demand due to fewer hours of service and less travel between tailgates during the pre-game period when more than half of the ridership occurs. The UTSA game was in keeping with that historic pattern with the second lowest ridership of the season. The Get to the Grid service had the lightest ridership level and the Reed/Olsen and WHR routes had near season low ridership. As a group the off-campus routes also had relatively low ridership, and the on-campus ridership routes were only larger than the other 11:00 a.m. games. The Stotzer bus route bucked the trend, showing the second-highest 2016 ridership, suggesting the re-routing to favor 12th Man Foundation parking lots (instituted after the first few games) had the desired effect.

2016 Gameday Bus Route Ridership

Route	Sep.3 UCLA	Sep. 10 Prairie View A&M	Oct. 8 Tennessee	Oct. 29 New Mexico State	Nov. 12 Mississippi	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	4,120	4,800	4,790	5,100	4,100	
D'twn Bryan	1,130	780	1,270	1,300	1,320	1,130	
Off-Campus Routes	3,930	3,480	4,560	3,010	3,890	3,610	
Off-Campus Total	9,730	8,380	10,630	9,100	10,310	8,840	
Agronomy	2,100	1,890	3,030	2,310	2,800	2,330	
Bonfire	3,280	2,460	2,990	2,670	3,300	2,710	
Bush Library	8,200	5,280	8,680	6,850	7,760	6,910	
Lot 58	590	470	790	680	830	510	
Para	170	110	170	210	180	210	
Reed/Olsen	640	520	810	1,000	850	570	
Stotzer	3,200	2,720	2,800	2,230	2,540	2,930	
WHR	1,300	1,100	1,420	1,180	1,270	1,130	
On Campus Total	19,480	14,550	20,690	17,130	19,530	17,300	
TOTAL	29,210	22,930	31,320	26,230	29,840	26,140	

Traffic Congestion

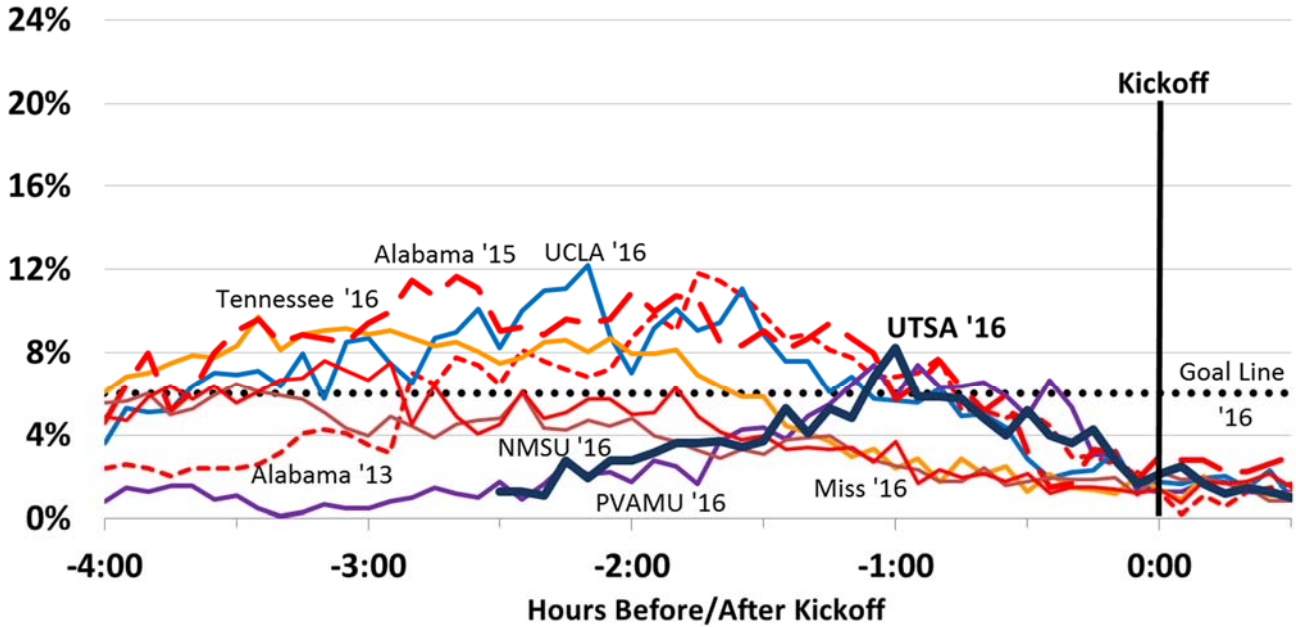
The late-arriving crowd caused a few queues for short periods at parking lot driveways and some garage access points. A road closing crash on Wellborn Road south of SH 40 at 7:30 a.m. caused traffic to be diverted for about an hour, but incoming traffic at that time was light. Pregame congestion was not a significant problem, and peaked slightly earlier than the Prairie View A&M game; only about 30 minutes of congestion was above the congestion goal level. Congestion followed a pattern similar to all other games, declining to almost zero by kickoff.

The close game meant that postgame traffic followed the pattern seen for this year's bigger down-to-the-wire games, beginning to grow after kickoff. The peak congestion levels and early end of traffic was the product of the smaller crowd, more fans enjoying a postgame party and efficient traffic control. Peak congestion was lower than the UCLA game, and followed about the same pattern, but was about 45 minutes ahead of the opening game pattern.

Postgame traffic control was deployed at the start of the 4th quarter. Campus traffic control was removed shortly after 3:00 p.m. and College Station traffic control began take-down right after the UTSA team buses departed campus around 3:30 p.m.

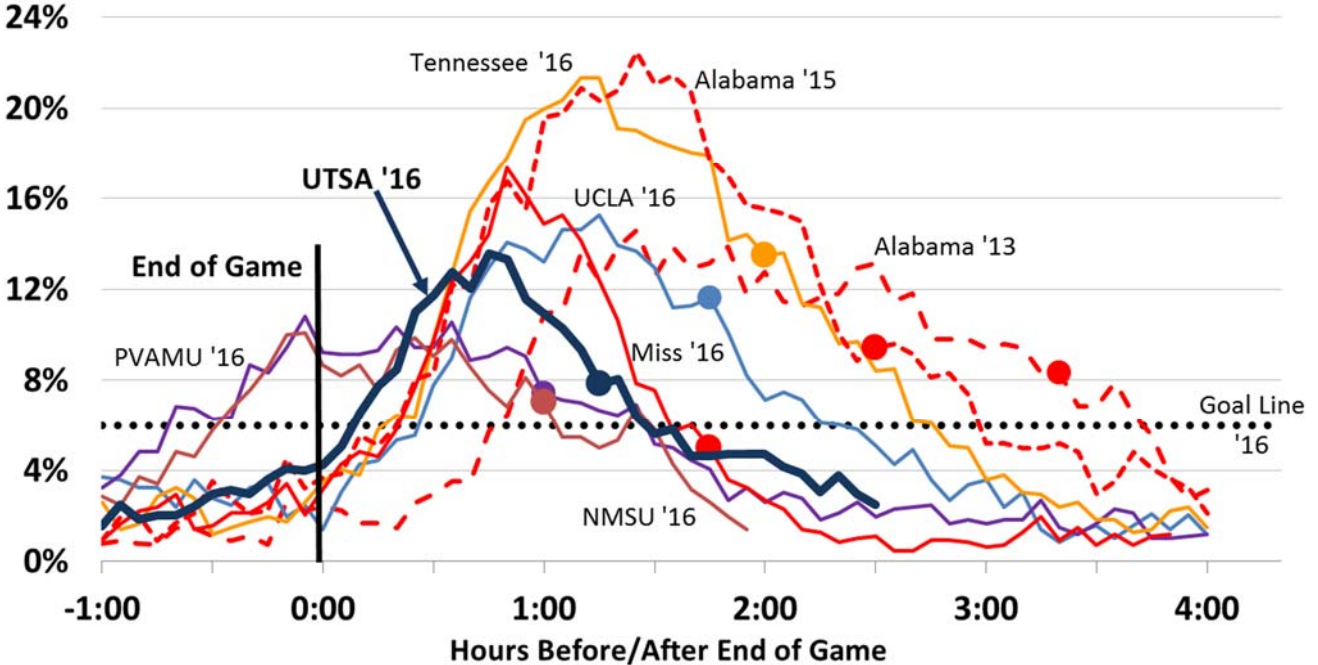
% of Congested Major Roads

Aggieland Pregame



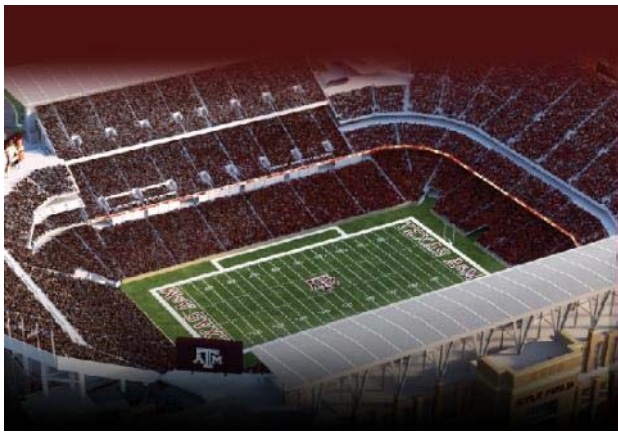
% of Congested Major Roads

Aggieland Postgame



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KYLE FIELD TRANSPORTATION PLAN

Louisiana State University Evaluation (Preliminary) November 24, 2016

Thanksgiving meals with family and friends once again stretched out the entering gameday traffic over several hours and a less-than-full stadium crowd that began exiting early from a disappointing result helped create historically low congestion levels. Of course, the traffic handling plan, the resources and the expertise of many agencies and staff played significant roles in getting fans to their cars and to their destinations quickly. Once fans exited the stadium, walked or bussed to their parking spot and made it off campus, they faced relatively little congestion. **Anywhere.** There was more congestion at the city street intersections of Longmire/Rock Prairie and Welsh/Southwest Parkway than on traditional problem streets like FM 2818 and Stotzer Parkway.

From a traffic standpoint, the pregame incoming crowd was handled over many hours of the holiday weekend and the morning and afternoon saw many hours of incoming traffic, but no demand peaks that caused congestion spikes. Only the smaller main campus parking garages and parking lots filled by kickoff and the Get to the Grid shuttle parking lot at American Momentum Bank Plaza did not fill. Gameday bus service carried 26,150 riders, lower than all but the Prairie View A&M game.

Traffic volumes began to increase during the third quarter and continued at a moderate level until mid-4th quarter. Postgame traffic was, therefore, lower and exiting volumes were relatively easy to accommodate without the typical extraordinary efforts applied to control pedestrians and handle the vehicle demand surges. While congestion was not a postgame problem, the traffic staff waited until the LSU team escorts left the Kyle Field area to resume normal traffic signal operation. With normal service restored at 11:30 p.m. – approximately 80 minutes postgame – the College Station Police officers were able to leave the intersections and allow the signals to control traffic. The Discovery Drive contraflow was discontinued before an hour postgame and the Wellborn Road contraflow began to be dismantled at 11:30 p.m. The congestion goal of 6% of the major road system (less than half of the typical evening rush hour) was never exceeded. This same pattern was seen two years ago following the 2014 LSU Thanksgiving game; less congestion due to very light ‘background traffic’ (the regular weekend evening traffic).

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

Game Description

- Game attendance: 102,961
- Weather: 65 degrees, Partly Cloudy, Wind - East 5 mph
- Kickoff: 6:33 PM End of Game: 10:18 PM
- 3rd quarter score: #22 Texas A&M 17 – #25 Louisiana State 34

Parking

The long pregame period and efficient processes contributed to another successful parking operation. Most of the main campus parking lots and garages were not full before kickoff, and the Cain Garage had about 900 vehicles, approximately 100 fewer than the Mississippi and Tennessee games. Many of the larger west campus lots, and Agronomy Road parking lots were not full by game time. Parking totals were about 1,000 less than the UCLA game, but close to 3,000 more than the Prairie View A&M game. At the group level, parked vehicle totals were near the middle or lower of the season.

The RV parking numbers were the highest of all games with 455 RVs in campus lots. This total was likely higher than it would have been due to the policy of allowing most RV'ers to leave their vehicles parked for the period between the UTSA and LSU games.

For the season, about 32,000 spaces were used by fans (and probably a few working professors and students) with valid A&M permits. The lower persons per vehicle seen in these vehicles mean that an additional 17,000 fans could have been accommodated at typical pay lot occupancy rates. These spaces represent an estimated \$690,000 in revenue that could have supported gameday operations.

2016 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2016 Game Totals	Sept 3 UCLA	Sept 10 Prairie View A&M	Oct 8 Tennessee	Oct 29 New Mexico State	Nov 12 Mississippi	Nov 19 UTSA	Nov 24 LSU
Main	5,220	4,460	5,620	5,710	5,900	4,810	5,310
East Main	2,370	1,630	2,500	2,280	2,720	1,740	1,850
Reed/ Agriculture	9,110	8,780	8,870	8,960	8,890	8,900	8,850
Research Park	3,200	1,700	4,750	2,570	3,780	2,310	2,850
Vet/Agronomy	2,070	1,520	2,780	2,000	2,660	1,620	1,990
Grand Total	21,970	18,090	24,520	21,520	23,950	19,380	20,850

Bus Ridership

Shuttle ridership for the LSU game was almost the same as the UTSA game, supporting the idea that while the in-stadium attendance was near capacity, the extra tailgate party-goer crowd was less than the usual SEC game. The most significant change in ridership was the doubling in ridership from the new RV parking lot, Lot 58; there were several large gatherings among the RV'ers. The Downtown Bryan park-and-ride service had another strong ridership day, bringing the season ridership to a 15% increase over 2015, compared to a 9 percent decline for total gameday bus ridership. The Paratransit shuttle route also had the highest ridership level of the season. The WHR route had a near season high ridership level, perhaps due to the large number of holiday tailgating in those three 12th Man Foundation parking lots. Routes to the off-campus apartments dropped to a season low of 2,600, showing that many students had holiday travel plans that did not include Aggie football.

2016 Gameday Bus Route Ridership

Route	Sep. 3 UCLA	Sep. 10 Prairie View A&M	Oct. 8 Tennessee	Oct. 29 New Mexico State	Nov. 12 Mississippi	Nov. 19 UTSA	Nov. 24 LSU
Get to Grid	4,670	4,120	4,800	4,790	5,100	4,100	4,400
D'twn Bryan	1,130	780	1,270	1,300	1,320	1,130	1,270
Off-Campus Routes	3,930	3,480	4,560	3,010	3,890	3,610	2,620
Off-Campus Total	9,730	8,380	10,630	9,100	10,310	8,840	8,290
Agronomy	2,100	1,890	3,030	2,310	2,800	2,330	2,400
Bonfire	3,280	2,460	2,990	2,670	3,300	2,710	2,500
Bush Library	8,200	5,280	8,680	6,850	7,760	6,910	7,130
Lot 58	590	470	790	680	830	510	1,020
Para	170	110	170	210	180	210	220
Reed/Olsen	640	520	810	1,000	850	570	790
Stotzer	3,200	2,720	2,800	2,230	2,540	2,930	2,430
WHR	1,300	1,100	1,420	1,180	1,270	1,130	1,370
On Campus Total	19,480	14,550	20,690	17,130	19,530	17,300	17,860
TOTAL	29,210	22,930	31,320	26,230	29,840	26,140	26,150

Traffic Congestion

The congestion story for the A&M-LSU game was that there was not any.

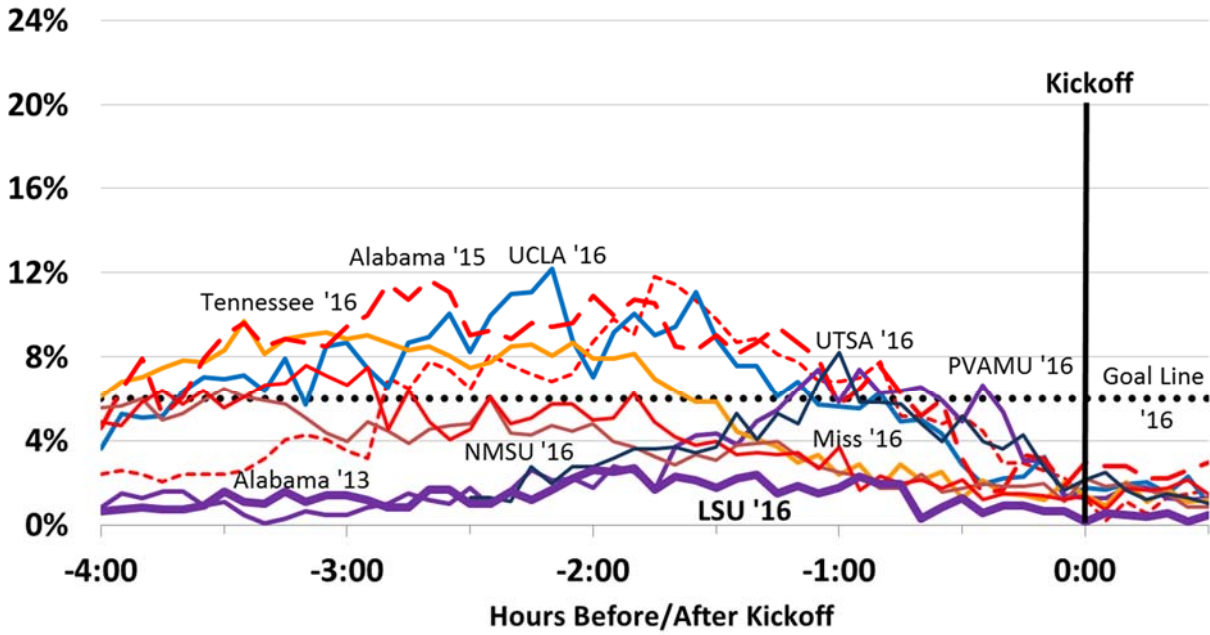
Pregame congestion is rarely a big problem for late games when fans come onto campus during many hours. And postgame congestion is not as severe for games when some fans depart early.

Thanksgiving Holiday football game traffic is usually less problematic because fewer Bryan-College Station residents and other non-attendees are not typically moving around after the game in the way they are on a typical fall afternoon or evening. But the A&M-LSU game benefitted from all those factors, plus the lack of a departing fan surge and a transportation plan built to handle many more partiers and game attendees than were at the game. Congestion was only a problem on George Bush Drive, Texas Avenue and University Drive – and for less than an hour in all those streets. The usual problems on FM 2818 did not appear because the traffic plan includes significant green time for exiting Aggie faithful.

Postgame traffic control was deployed just before the end of the game, and campus traffic controls and staff were removed in less than an hour due to lack of traffic. Before the end of the game, traffic demand was moderate enough to be handled by the normal traffic control devices. The College Station traffic control began removal at 11:30 p.m., about 80 minutes postgame.

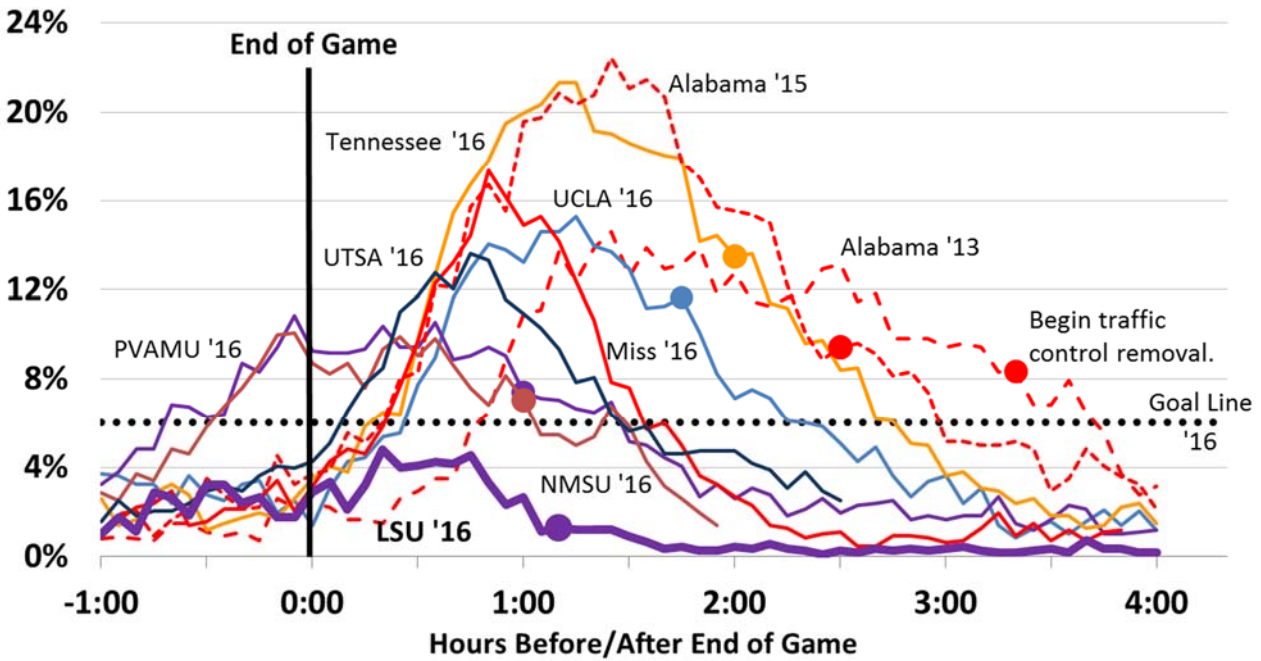
% of Congested Major Roads

Aggieland Pregame



% of Congested Major Roads

Aggieland Postgame



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