

KYLE FIELD TRANSPORTATION PLAN

Texas State Evaluation (Preliminary) Thursday, August 29, 2019

Texas A&M University kicked off their football season on a Thursday for the second year in a row. They say once an Aggie does something twice it's a tradition..... Will the next decade solidify this Aggie tradition?

While last year's Football Thursday was successful in the traffic sense, some alterations to the plan were developed to better handle a regular class day and a gameday. The united communication message pushed by Transportation Services, Texas A&M Marketing and Communications, Athletics, and the 12th Man Foundation was refined but still simple, "Plan Ahead, Allow Extra Time, and Avoid Wellborn Road." And the crowd was larger; while there are no publicly available numbers, Assistant Athletics Director Steve Miller noted, "An extra probably seven, eight, or ten thousand people came to this game as compared to last year". Close to 30,000 students got tickets this year, also up from last year.

Students and faculty/staff had access to their parking lots for an additional hour based on last year's traffic patterns. Even though class day parkers had additional time, the message still emphasized that parkers needed to be out of their lots by closing time (4:30 p.m. this year). There were **no (ZERO)** cars moved from lots this year. That is an incredible testament to the months of planning and outreach conducted throughout the summer. Access points at Houston Street and the Bell Tower each closed at 4:00 p.m. to assist with pedestrian safety in the Fan Zone; Lewis Street and Olsen Boulevard did not close until 5:30 p.m. to allow class day parkers to exit more easily.

This football season began with a renewed commitment to the "No Wheels Zone" in the Fan Zone beginning 3.5 hours pregame; unfortunately, the desired outcome was not achieved during the "Two Typical Days in One." The high number of Fan Zone cyclists may have been due to the unfamiliar nature of a no wheel zone on the class day/game day overlap. But some of the problems are also self-inflicted, with partner agency golf carts, vehicles and bikes moving through the heavy pedestrian areas. As we continue through the season, it is imperative that the groups working in and moving through the no wheel zone all emphasize the expectations to their operators, and help our guests understand the safety message.

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

Game Description:

- Game attendance: 98,016
- Weather: 93 degrees; **HOT**, Lightning in vicinity
- Wind: SE 8 mph
- Kickoff: 7:37 PM- Game End: 10:50 PM
- 3rd quarter score: Texas A&M: 31
Texas State: 0

Parking

The larger in-stadium crowd was not reflected in the parking totals. Some of the increase in game attendees undoubtedly came from the campus population – students, faculty and staff who stayed after their regular work or class day and therefore were not counted as entering the parking system during the gameday period. The off-campus bus ridership values (see below) were about the same as 2018, suggesting no increase in that travel mode to campus. As with 2018, the East Main area was allocated to student class and lab parking. The West Campus Garage, the oversized vehicle parking lots and the smaller lots around Reed Arena were not advertised as widely or were not parked in 2019 to decrease some of the congestion in that area. There was some on-campus traffic congestion during the pregame period, but the 2019 plan appeared to provide a better approach to handling the gameday and class day parking challenges.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Football Thrs. 2018
Main	4,410							3,960
East Main	-							-
Reed/Agriculture	8,920							9,540
Research Park	2,140							2,190
Vet/Agronomy	1,120							1,560
Total	16,590							17,250

Shuttle Bus

Transit is a challenging component for “Two Typical Days In One.” Transportation Services operated their full bus fleet in addition to 25 charters servicing the two park-and-ride locations. The message for Transit was simpler for the 2019 game than 2018: “Class day service operates as normal until about 3:30 p.m., at which time service will be reduced, and all gameday shuttles begin at 5:30 p.m.”

Due to a reported news media outlet miscommunication, the American Momentum Bank park-and-ride shuttle (Get to the Grid) experienced fans lining up at 4:15 p.m. Thanks to a great relationship with American Momentum Bank management and the charter drivers ready and waiting, Transportation Services began operations an hour before scheduled service. Ridership was 50 percent higher than 2018 and the lot was almost full by kickoff. Downtown Bryan and the apartment shuttles were lower than in 2018, essentially balancing out the Grid ridership, and showing about the same off-campus ridership as in 2018.

On-campus ridership was noticeably higher than 2018, although most of that appeared to come from the worker shuttle using the Para bus route. More of the out-of-town worker shuttles dropped their riders at the parking lot to avoid the traffic congestion near the stadium. Interestingly, the Stotzer and Reed/Olsen routes had almost identical ridership in 2019 and 2018.

2019 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	Football Thrs. 2018
Get to Grid	3,180							2,080
D'twn Bryan	650							770
Apartments	4,200							5,070
Off-Campus	8,030							7,920
Agronomy	2,220							2,410
Bonfire	-							-
Bush Library	4,400							4,580
Lot 58	300							460
Para	1,490							140
Reed/Olsen	450							450
Stotzer	1,190							1,190
WHR	740							930
On Campus Total	10,790							10,160
Total	18,820							18,080

Traffic Congestion

Traffic congestion during the Thursday class day/game day did not seem to be negatively affected by the larger crowd. While the hour-to-hour patterns were different, there was a surprising amount of similarity between the Football Thursday and normal class day congestion. The message to non-game-goers to avoid Wellborn Road seemed to be heard by the community as there was less traffic congestion during the midday period than last year.

Morning congestion was higher than 2018, but very close to normal weekday congestion. Separate analyses of daily congestion suggest at least some of the increase reflects the congestion increase during regular days. Midday congestion was higher than normal, but less overall than in 2018. The larger crowd appeared to have its greatest effect from 4:00 p.m. to 6:00 p.m. with higher than 2018 congestion experienced on most roads around Kyle Field. After 5:00 pm., however, congestion was similar to normal weekday levels.

Postgame crowd departure began early (as in 2018) after the Aggie Band won halftime. A steady stream of fans left the stadium with the Texas State Bobcats down by 28 points at the start of the second half. Wellborn Road contraflow was set-up by the middle of the third quarter and thanks to support from the City of College Station Police, the George Bush/Wellborn intersection operation was modified to move pedestrians, cars and buses safely and more efficiently than last year. Congestion, while higher than 2018, was much less than a typical evening peak rush hour and the partnership between the City and University is a significant reason.

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.

Exhibit 2. Early Morning Traffic Congestion

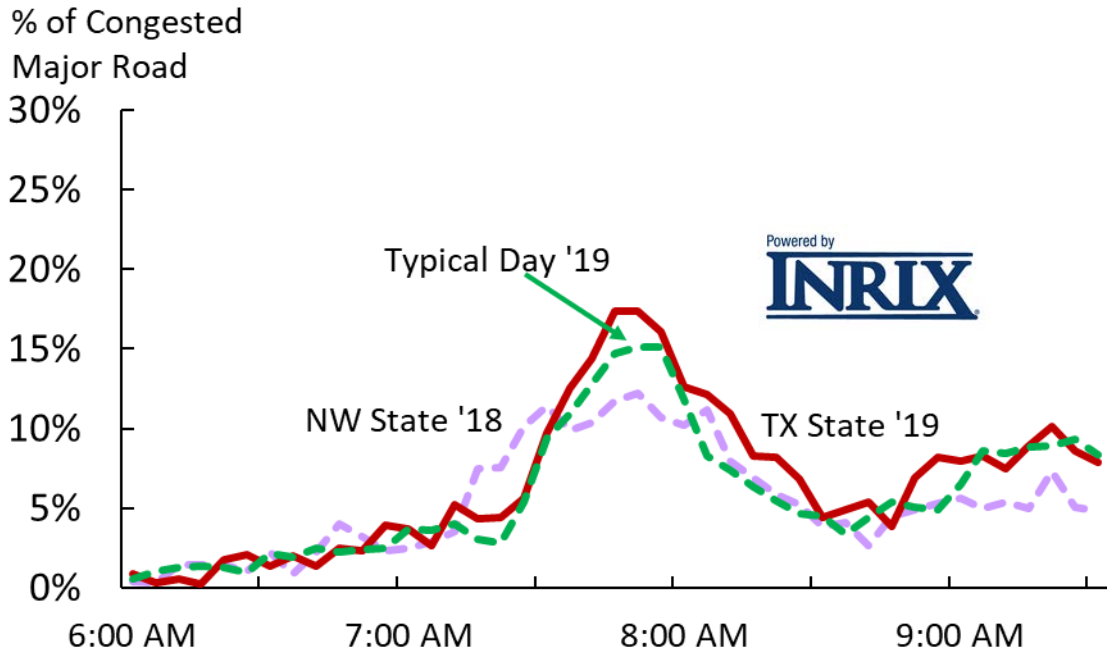


Exhibit 3. Midday Traffic Congestion

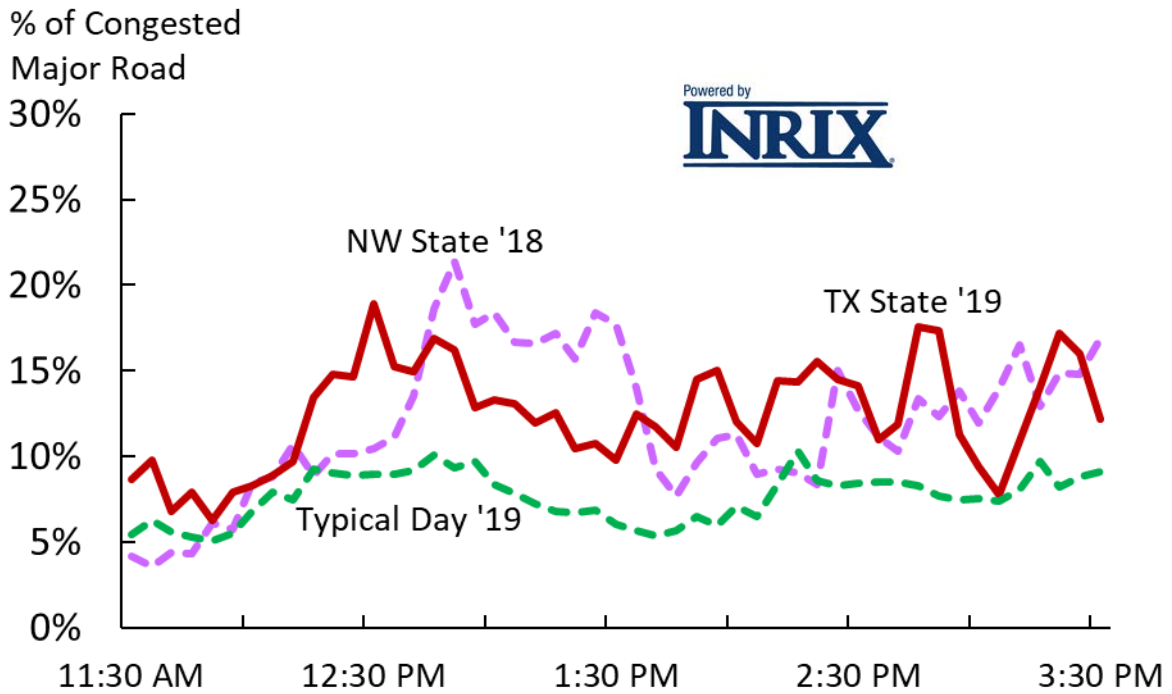


Exhibit 4. Evening Traffic Congestion

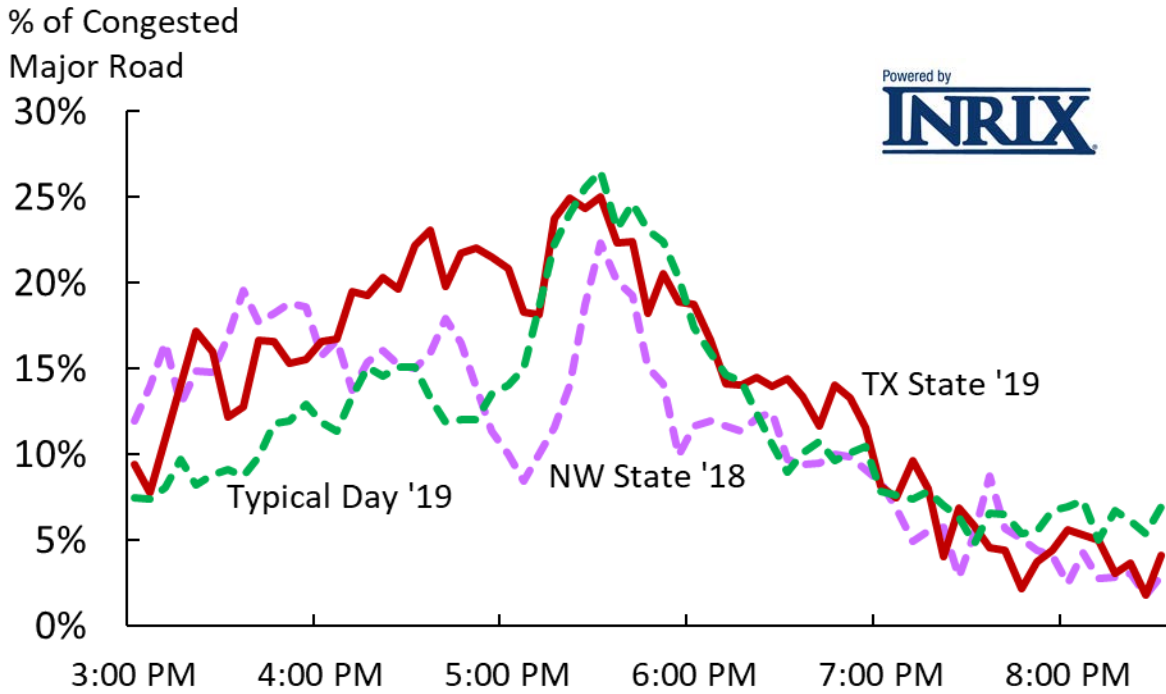
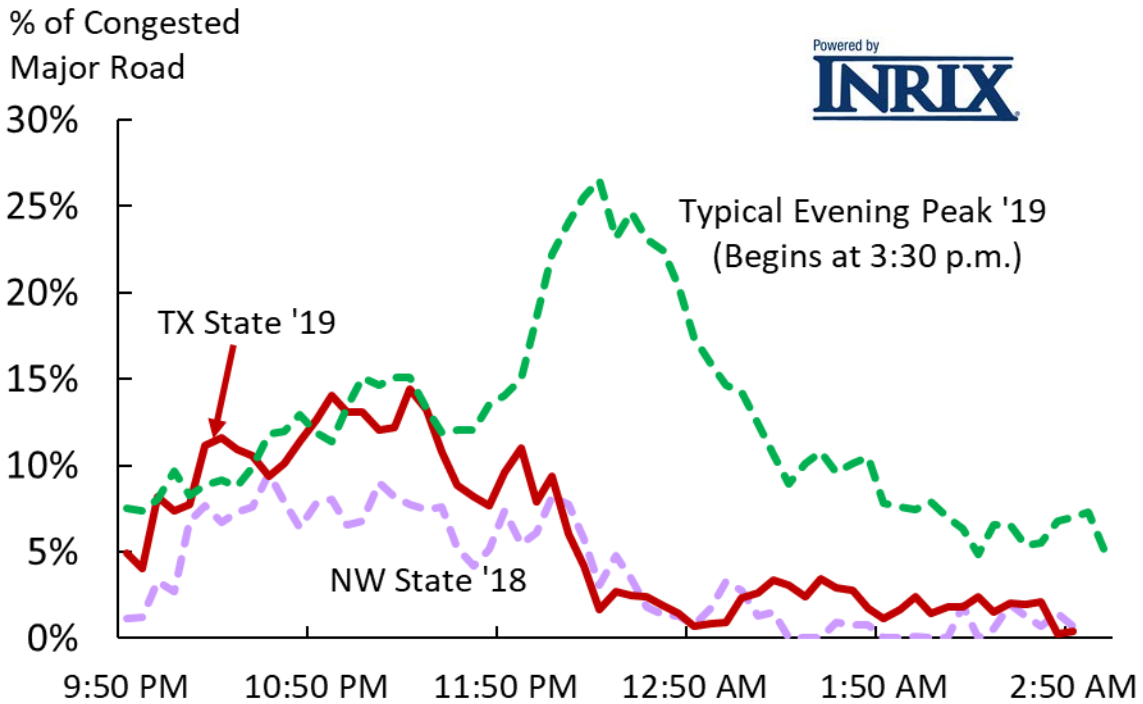


Exhibit 5. Texas State Postgame Congestion Analysis





**Lamar University Evaluation (Preliminary)
Saturday, September 14, 2019**

The first Saturday game of the 2019 football season kicked off after a slow start to traffic, which is typical for an evening non-conference game. Fans received the message to arrive early to campus as the Corps conducted their Main Campus march around the Memorial Student Center and traffic generally flowed smoothly into Cain Garage.

Parking and bus ridership numbers reflect the smaller crowd and there were few traffic problems before or after the game. The lopsided score, hot weather and evening kickoff probably combined to encourage some fans to leave early and congestion peaked early and was declining before an hour postgame.

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

Game Description:

- Game attendance: 97,195
- Weather: 94 degrees; **HOT**
- Wind: E 9 mph
- Kickoff: 6:02 PM- Game End: 9:21 PM
- 3rd quarter score: #16 Texas A&M: 48
Lamar: 3

Parking

As expected, all parking areas saw higher volume than the Thursday season opener, but surprisingly the Research Park area was about the same. Fan Field – the large day-of-game paid parking area – had more than 400 fewer cars parked than the Thursday game, not too surprising because that area was the designated ‘overflow and best parking option’ for Thursday. Many more fans used the lots along Agronomy Road, with the volume approaching conference game levels.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Main	4,410	4,730						4,570
East Main	-	1,870						940
Reed/Agriculture	8,920	9,280						9,100
Research Park	2,140	2,150						2,140
Vet/Agronomy	1,120	2,090						1,610
Total	16,590	20,120						18,360

Shuttle Bus

Bus ridership increased on almost every route, with gameday ridership approaching typical non-conference levels. The two off-campus park-and-ride routes to American Momentum Bank and Downtown Bryan had impressive ridership for a smaller game. The Stotzer and WHR routes also had ridership closer to that seen for conference games. The apartment shuttles, however saw lower ridership than the Thursday game – not particularly surprising given the effort to get students to ride the bus to classes and stay on campus for the Texas State game.

2019 Route Ridership	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Get to Grid	3,180	4,690						3,940
D'twn Bryan	650	1,610						1,130
Apartments	4,200	3,580						3,890
Off-Campus Total	8,030	9,880						8,960
Agronomy	2,220	2,190						2,210
Bonfire	-	1,300						650
Bush Library	4,400	4,990						4,690
Lot 58	300	800						550
Para	1,490	1,790						1,640
Reed/Olsen	450	750						600
Stotzer	1,190	1,050						1,120
WHR	740	1,380						1,060
On Campus Total	10,790	14,250						12,520
TOTAL	18,820	24,130						21,480

Traffic

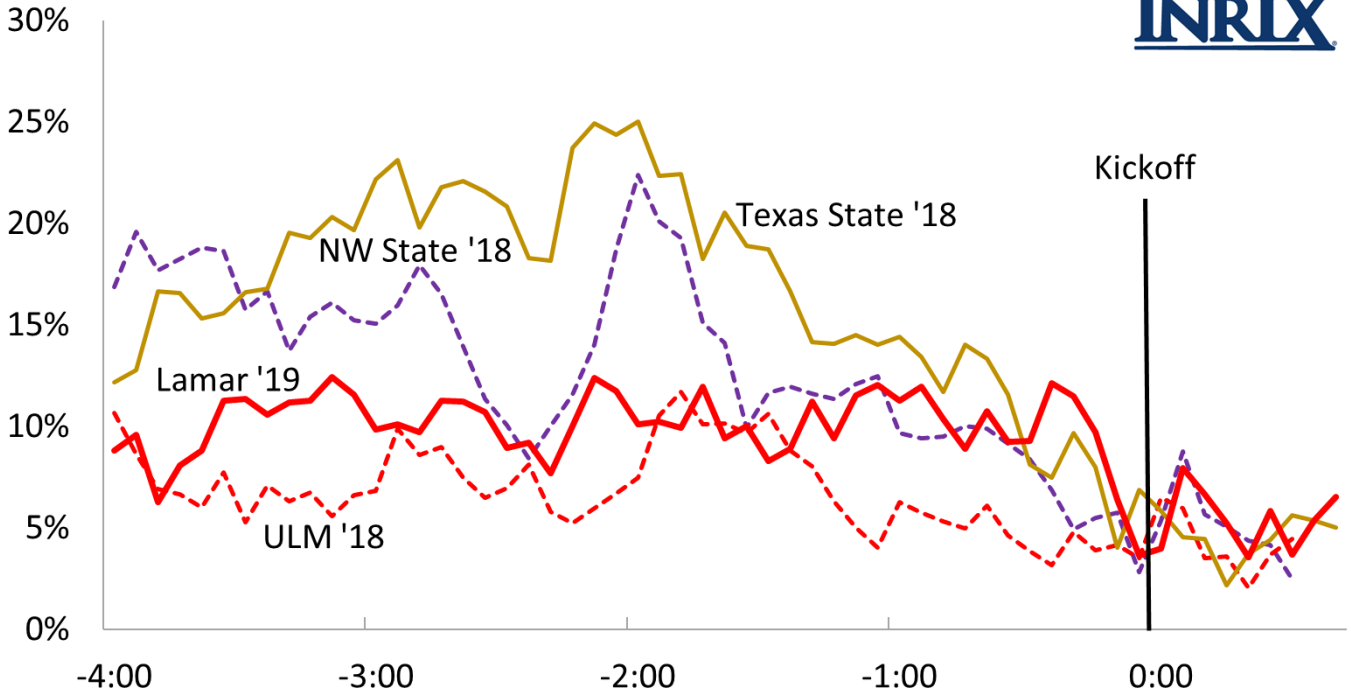
Postgame traffic began early for the second game in a row, with the City of College Station beginning Wellborn contraflow operations at 8:30 p.m., an hour before the game ended. The Discovery contraflow began operation about 30 minutes later and operated for about an hour; some of the Reed Arena traffic was allowed to deviate from its usual path and use Discovery due to some traffic flow problems at the Holleman/FM 2818 intersection.

On-campus traffic control began to be removed around 9:45 p.m., and the City began to remove its controls at 10:10 p.m., less than an hour postgame

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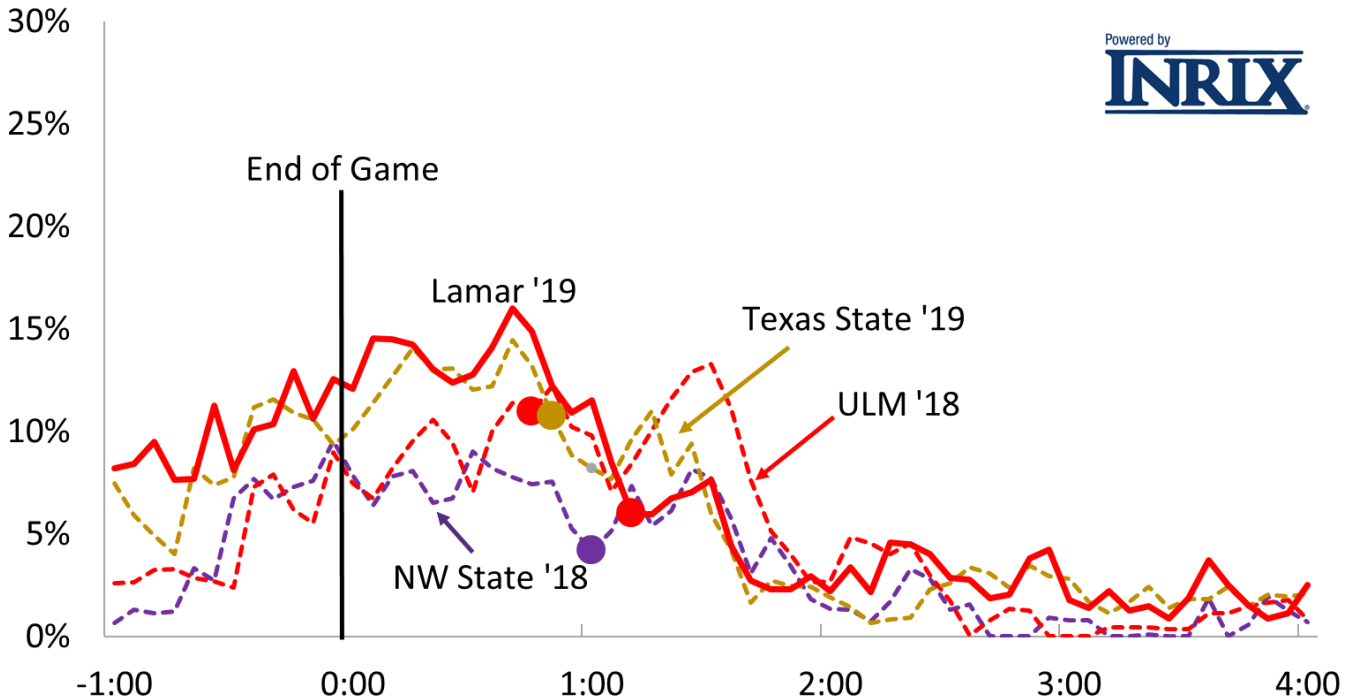
% of Congested Major Road

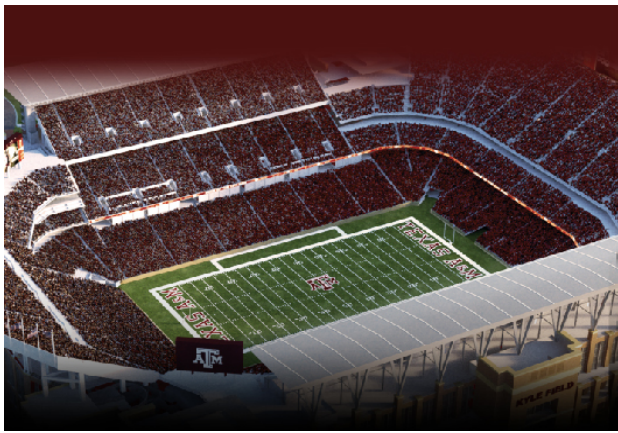
Aggieland Pregame Congestion Analysis



% of Congested Major Road

Aggieland Postgame Congestion Analysis





KYLE FIELD TRANSPORTATION PLAN

Auburn University Evaluation (Preliminary) Saturday, September 21, 2019

Texas A&M University kicked off SEC play on Saturday. With a combination of SEC Nation and a nationally televised 2:30 p.m. kickoff, the Aggies and Tiger fans came out in full force to support their teams. The morning was quiet and saw a steady stream of fans and tailgaters throughout the day. There did not appear to be a major rush of fans during the morning and the road closures at 10:30 a.m. and 12:30 p.m. appeared to run smoothly. Transportation Services media team was on high alert and pushed a notification on Destination Aggieland about a crash on Wellborn Road near FM 2818. The note warned northbound Wellborn Road drivers of delays and urged fans to use an alternate route.

We had the biggest crowd of the season and thanks to the partnerships between Transportation Services, the City and the hundreds of other staff, we were able to mark another traffic win in the book. We get to enjoy the Aggies in Arlington next week and then have an off-week as we get ready to welcome 'bama on October 12th.

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

Game Description:

- Game attendance: 101,681
- Weather: 91 degrees; **HUMID**
- Wind: S/SE 12 mph
- Kickoff: 2:41 PM- Game End: 6:08 PM
- 3rd quarter score: #15 Texas A&M: 3
#8 Auburn University: 21

Parking

The 100,000 plus fans used several methods to get to campus; even with a large crowd the big Fan Field Parking Lot on West Campus was only about half-full by kickoff. The parking area near the Bonfire Memorial has filled in the past, but now has 700 fewer spaces with the Polo Garage construction. Although any valid A&M permit can be used on gamedays, this area was not full. The west and north sides of campus (Research Park and Vet Medicine/Agronomy) had more parked vehicles than any other 2019 game, levels similar to conference games in previous seasons.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Main	4,410	4,730	4,900					4,680
East Main	-	1,870	1,660					1,180
Reed/Agriculture	8,920	9,280	9,300					9,170
Research Park	2,140	2,150	3,010					2,430
Vet/Agronomy	1,120	2,090	2,380					1,860
Total	16,590	20,120	21,250					19,320

Shuttle Bus

Transit shuttles seemed to run near capacity as kickoff approached; anecdotal observations noted numerous full apartment shuttle buses. Downtown Bryan and American Momentum Bank were popular options for fans getting to the game, although their parking areas did not fill. The Para route carrying the Kyle Field workers had a very large ridership day. Although Fan Field was only half full, this was double the number of vehicles parked for Lamar and caused the high Bush Library ridership.

2019 Route Ridership	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Get to Grid	3,180	4,690	4,290					4,060
D'twn Bryan	650	1,610	1,640					1,300
Apartments	4,200	3,580	4,320					4,030
Off-Campus Total	8,030	9,880	10,250					9,390
Agronomy	2,220	2,190	2,800					2,400
Bonfire	-	1,300	1,720					1,010
Bush Library	4,400	4,990	7,300					5,560
Lot 58	300	800	970					690
Para	1,490	1,790	2,080					1,790
Reed/Olsen	450	750	950					720
Stotzer	1,190	1,050	1,100					1,110
WHR	740	1,380	1,330					1,150
On Campus Total	10,790	14,250	18,250					14,430
TOTAL	18,820	24,130	28,500					23,820

Traffic

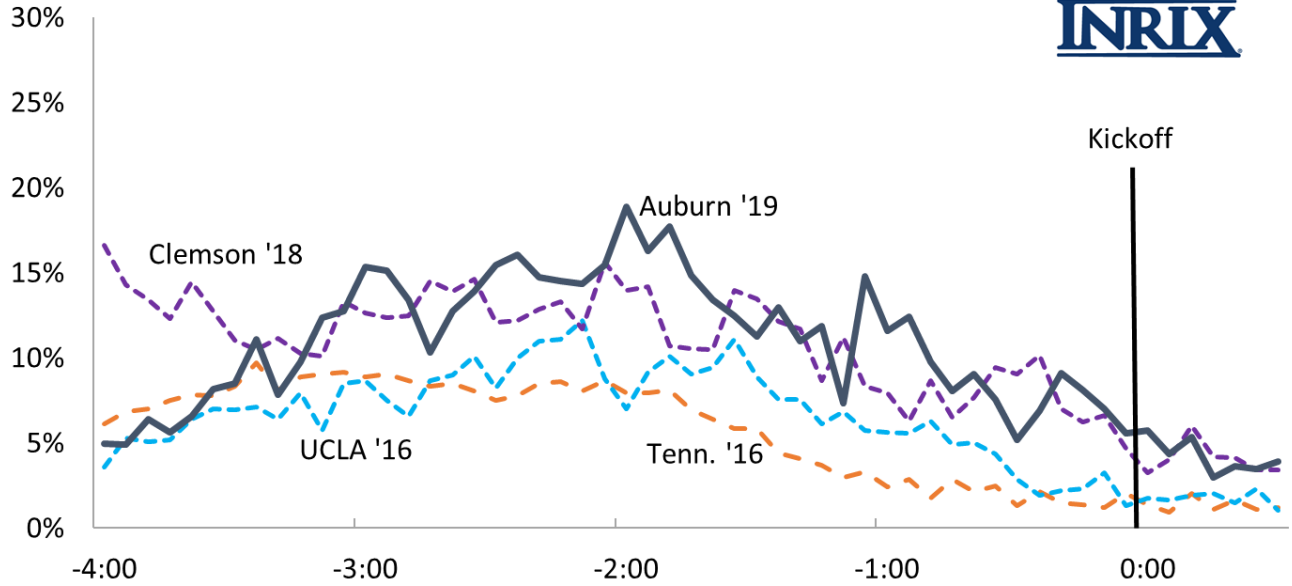
The pregame and postgame traffic congestion levels are compared to other large attendance games. Auburn congestion was like the Clemson pregame traffic, and larger than the two 2016 games. The parking patterns have changed since 2016, with more RV parking on the edges of campus, and more car parking closer to Kyle Field. This has influenced congestion with more cars being parked in the areas served by Wellborn Road, University Drive, and George Bush Drive.

Early postgame departures were mostly handled without the need for the postgame traffic plan. Departures began after the Aggie Band won halftime, but the stadium was relatively full as the Aggies rallied late in the 4th quarter. Once the game ended, the City of College Station and Transportation Services had postgame traffic control deployed and were ready to get fans home safely and efficiently. Houston Street opened to tailgaters picking up their supplies around 6:45 p.m., just over 30 minutes after the game ended. The rest of traffic flowed well as the West Campus Garage traffic cleared at 7:00 p.m. and the Discovery contraflow ended about 7:10 p.m. marking the end of campus traffic control. The diverging diamond interchange at Stotzer/FM 2818 flowed well with only the medium-green time signal phasing. The City of College Station began to pick-up traffic control at 7:30 p.m., with congestion remaining only on FM 2818.

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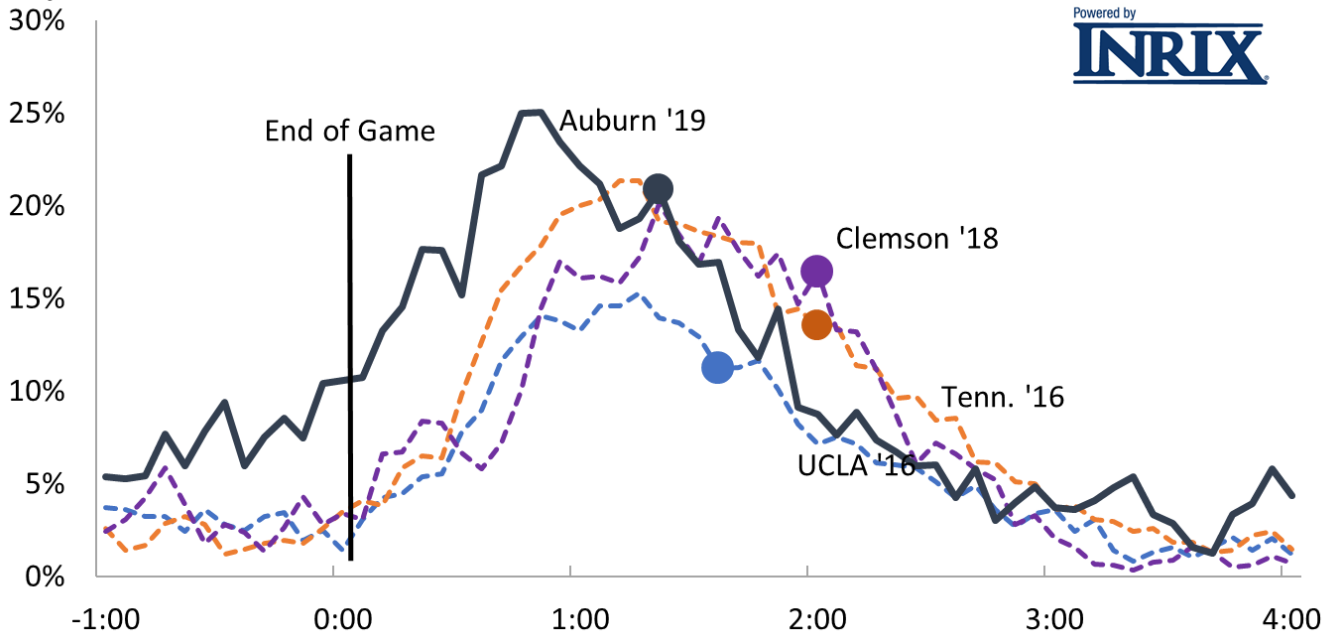
% of Congested Major Road

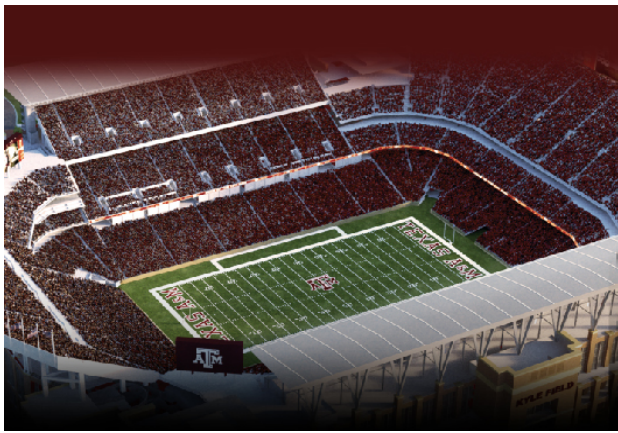
Aggieland Pregame Congestion Analysis



% of Congested Major Road

Aggieland Postgame Congestion Analysis





KYLE FIELD TRANSPORTATION PLAN

University of Alabama Evaluation (Preliminary) Saturday, October 12, 2019

A beautiful cool fall day, a 2:30 p.m. kickoff, and the Aggies hosting the #1 Crimson Tide brought the second largest crowd ever to Aggieland, and the 4th consecutive increasing crowd size for the season. With the expected large crowd, early communication messages to the community asked fans to arrive early to campus to experience the excitement of the day, and to avoid traffic. The communication worked - there was no major rush of fans to campus, but rather a heavy, steady stream of fans throughout the day. The pedestrian safety closures at 10:30 a.m. and 12:30 p.m. occurred without issue, and the Corps of Cadets march around the MSC went smoothly. During the march, Cain Garage was able to efficiently load, and the seven transit routes that stop along Stallings Drive and in front of the MSC ran without issue. The parking lot for the American Momentum Bank park-and-ride shuttle (Get to the Grid) neared capacity towards kickoff but never went full.

Shuttle ridership was almost 30,000 for the day with most routes setting season highs, and gameday ridership being higher than any 2017 or 2018 game. The exciting game kept Aggies in their seats until near the end, but the beautiful weather seemed to pull some fans out to enjoy some early-evening tailgating. Campus traffic control ended around 7:25 p.m., about the same time as the signals at Kimbrough/Wellborn resumed evening peak timing. The City began picking up traffic control around 7:30 p.m., less than 90 minutes after the game ended.

Dedicated and talented team members helped achieve a traffic victory with a huge game and crowd. We look forward to taking on another challenge in a couple weeks, when the Corps of Cadets conducts their annual West Campus March.

(Editor Note: The 11 a.m. Mississippi State game kickoff resulted in the West Campus March being cancelled).

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

Game Description:

- Game attendance: 106,749
- Weather: 64^o, **BEAUTIFUL**, Partly Cloudy
- Wind: N 10 mph
- Kickoff: 2:39 PM- Game End: 6:08 PM
- 3rd quarter score: #24 Texas A&M: 20 #1 University of Alabama: 34

Parking

The biggest changes from previous 2019 games were on the west and north sides of campus. The large Fan Field lot in Research Park held more vehicles than any game in the last three seasons and was about two-thirds full at kickoff. The Agronomy Road and Vet School lots were also as full as they have been in the last three years. Lot 47/50/51, a favorite spot for “Any Valid Permit” parkers in the East Main area, did not fill although it neared capacity.

The north side of the West Campus Garage on Kimbrough Blvd has been a pregame source of traffic congestion. Transportation Services modified their operations, added staff to regulate the flow of parking vehicles, cars moving through the area on Kimbrough Blvd and crossing pedestrians – and thereby improved pregame traffic congestion. The plan will be used in subsequent games.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Main	4,410	4,730	4,900	4,740				4,700
East Main	-	1,870	1,660	1,920				1,360
Reed/Agriculture	8,920	9,280	9,300	9,220				9,180
Research Park	2,140	2,150	3,010	3,680				2,750
Vet/Agronomy	1,120	2,090	2,380	2,620				2,050
Total	16,590	20,120	21,250	22,180				20,040

Shuttle Bus

With close to 30,000 riders, the shuttle operations worked hard to get fans to and from the game. The Downtown Bryan route had the highest ridership ever with 1,910, and the Get to the Grid, Agronomy and Stotzer routes also carried much higher loads than previous games. When the Corps marches around the MSC, the three Stallings Blvd routes (Para, WHR and Reed/Olsen) compete for space with the Corps and the Cain Garage entering traffic. Transportation Services staff and constables, along with the new sidewalk and street design did a good job of providing space and time to safely move pedestrians, buses and cars. The four routes that normally stop along the front of the MSC (Downtown Bryan, Stotzer, Bush Library and Agronomy) must be relocated to Old Main Drive for about 90 minutes during the Corps March. This challenge requires the riders to walk a little farther, and means they are picked up postgame in a different location from where they are dropped off pregame. Fortunately, the postgame stops are closer to Kyle, in line with the pedestrian travel path and well-marked with flags.

2019 Route Ridership	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Get to Grid	3,180	4,690	4,290	4,890				4,260
D'twn Bryan	650	1,610	1,640	1,910				1,450
Apartments	4,200	3,580	4,320	4,210				4,080
Off-Campus Total	8,030	9,880	10,250	11,010				9,790
Agronomy	2,220	2,190	2,800	3,160				2,590
Bonfire	-	1,300	1,720	1,980				1,250
Bush Library	4,400	4,990	7,300	7,210				5,980
Lot 58	300	800	970	940				750
Para	1,490	1,790	2,080	2,000				1,840
Reed/Olsen	450	750	950	720				720
Stotzer	1,190	1,050	1,100	1,360				1,180
WHR	740	1,380	1,330	1,320				1,190
On Campus Total	10,790	14,250	18,250	18,690				15,500
TOTAL	18,820	24,130	28,500	29,700				25,290

Traffic

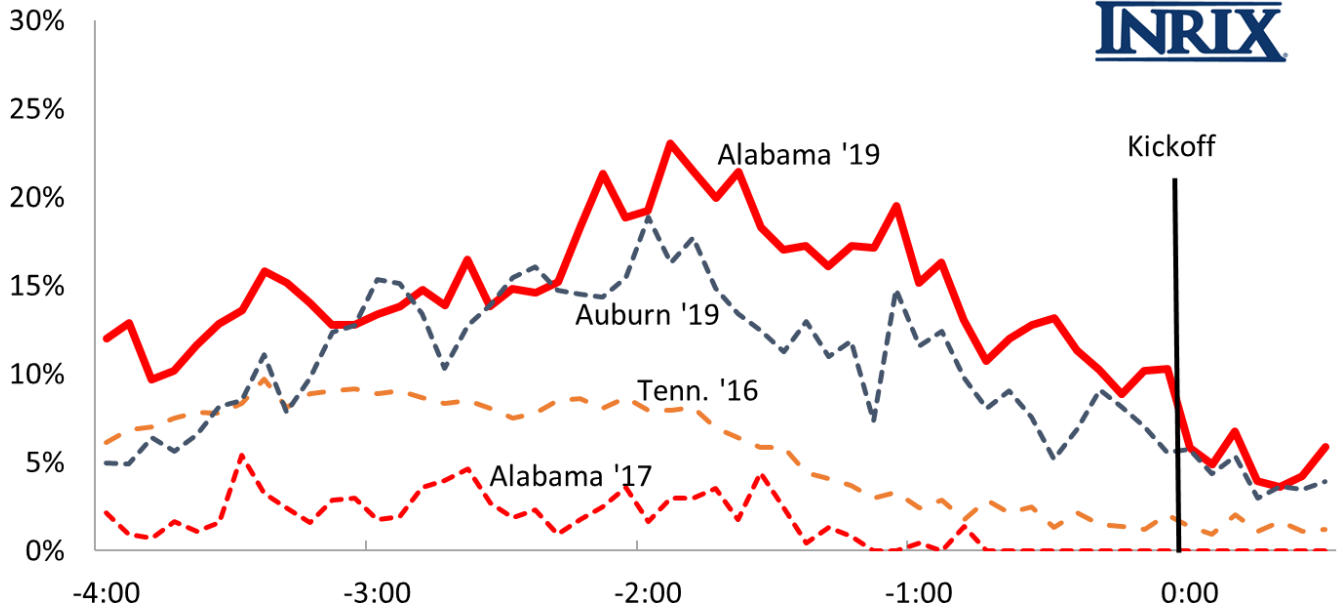
Pregame traffic congestion peaked around 2 hours before kickoff, about the time that Auburn congestion was at its highest and followed the same pattern. Comparing to big 2:30 p.m. games in previous seasons, congestion was much higher. These data are from two different sources, and it is likely that 2016 and 2017 congestion was worse than indicated, but the 2019 pattern also showed more congestion on FM 2818. The transportation plan has been attempting to get more fans to use that route (rather than Texas Avenue and Wellborn Road) to enter the west side parking areas; this caused FM 2818 and other sections of George Bush and Stotzer Blvd to exceed the congestion threshold.

The postgame traffic operations also followed the Auburn game pattern. City street operations ran smoothly as the Bush-Wellborn contraflow was set-up by the 4th quarter and the College Station Police Department officers gave ample green time to assist traffic exiting the West Campus garage. Houston Street opened to the public around 6:40 p.m. for tailgaters to pick up their supplies. Cain and West Campus Garages each finished unloading around 7:00 p.m., less than an hour after the game ended – a remarkable achievement with the pedestrian and vehicle loads being handled. Some inexperienced staff caused problems for the Northside Garage and Fan Field exiting traffic; these fans had a longer postgame traffic experience than they should have had. Additional training and more monitoring will be used the rest of the season to ensure proper operation.

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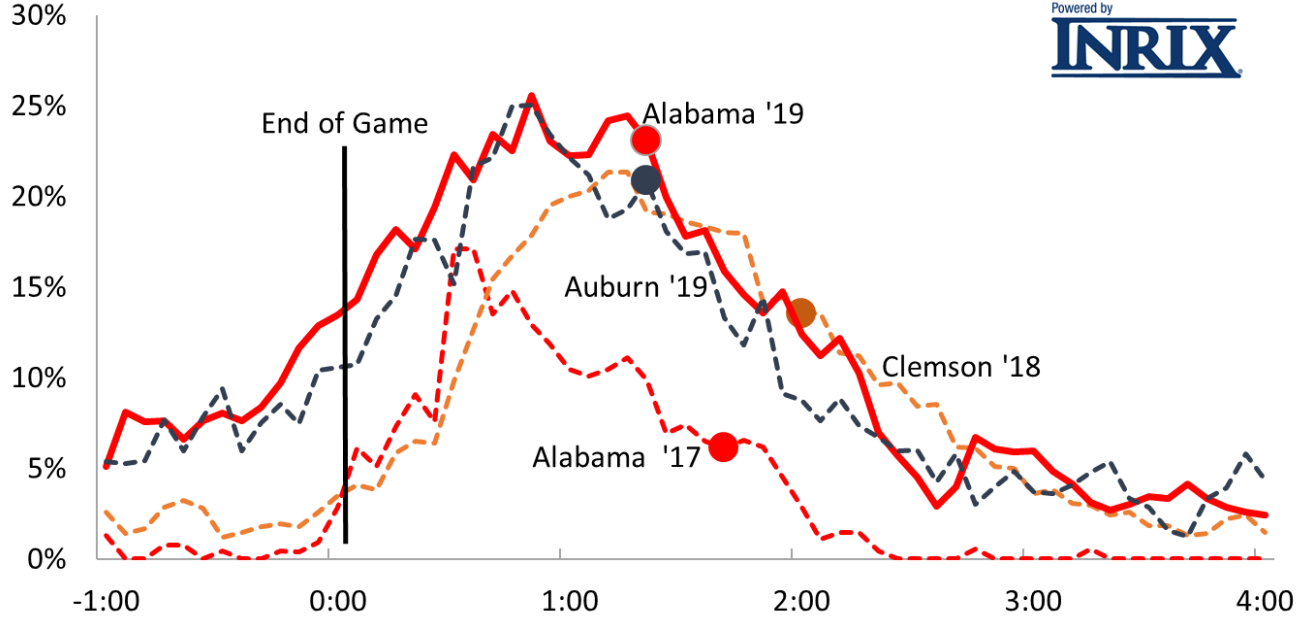
% of Congested Major Road

Aggieland Pregame Congestion Analysis



% of Congested Major Road

Aggieland Postgame Congestion Analysis





Mississippi State University Evaluation (Preliminary) Saturday, October 26, 2019

The early morning chill in the air plus the typical late arrival trends for 11:00 a.m. kickoffs kept most fans away before 2 hours pregame. The Aggie and Bulldog team buses arrived without issue during this peak load-in time. The A&M Transportation Services buses that usually stop along the MSC front sidewalk moved to Old Main as the Corps did their march around the MSC beginning 90 minutes pregame. Congestion began to worsen in the last hour before kickoff, but was never a substantial problem, showing the lowest pregame congestion of any 2019 game to-date. Parking volume and bus ridership were also more similar to the Lamar game than the Auburn or Alabama SEC games.

The combination of a lopsided third quarter score, sunny conditions, and a chance to enjoy tailgates with friends caused early departures from Kyle Field, but postgame traffic problems did not begin until after the final whistle. The fans that remained on campus meant that the congestion peak was more in line with the smaller attendance non-conference games. The Cain and West Campus Garages each exited without issues and were complete by 3:10 p.m. and the Discovery Drive contraflow was discontinued at 3:20 p.m. The City of College Station was able to begin picking up traffic control around 3:30 p.m. The Aggie home football win also saw another traffic win in the books.

We will lather, rinse and look forward to repeating another traffic win next week when UTSA comes to town.

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

Game Description:

- Game attendance: 102,025
- Weather: 54^o, **COLD/BEAUTIFUL**, Sunny
- Wind: W/NW 10 mph
- Kickoff: 11:03 AM- Game End: 2:30 PM
- 3rd quarter score: Texas A&M: 42
Mississippi State: 17

Parking

Parking demand was more consistent with a non-conference game, particularly on the outer edges of campus. Main Campus and the Reed/Agriculture areas were like the Auburn and Alabama games, but East Main and Veterinary Medicine/Agronomy Road lots saw lower demand than the Lamar game. Research Park lots had proportionally more cars than the other outer parking areas (with a count close to the Lamar game), but the large Fan Field parking area near the Bush Presidential Museum was only about one-third full.

On the good side, only 43 percent of non-12thMan parkers used a valid A&M parking permit for gameday parking. Previous parking studies have shown this access method has about half a person per car less than paid parkers; this causes the traffic plan and parking resources to deal with more vehicles. The less efficient operation causes longer lines at parking lot driveways pregame and more vehicles in the postgame traffic stream. Over the longer term, as parking lots and garages are redeveloped to meet the Campus Master Plan objectives, and if Aggie tailgating activity continues to grow, the larger number of vehicles will also require more resources to be used for gameday parking. As of this game, almost 5,000 more cars were parked and handled in the traffic plan this season than would have been used if parkers had paid for their spaces.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Main	4,410	4,730	4,900	4,740	4,520			4,660
East Main	-	1,870	1,660	1,920	1,360			1,360
Reed/Agriculture	8,920	9,280	9,300	9,220	9,290			9,200
Research Park	2,140	2,150	3,010	3,680	2,180			2,630
Vet/Agronomy	1,120	2,090	2,380	2,620	1,520			1,950
Total	16,590	20,120	21,250	22,180	18,870			19,800

Shuttle Bus

Ridership for 11 a.m. games is usually lower than afternoon or evening kickoffs, and the Mississippi State game was no exception. The Get to the Grid and Downtown Bryan park-and-ride routes carried more riders than a typical 11 a.m. game, following the 2019 trend of growing ridership in these two services. Parking for the Get to the Grid service from American Momentum Bank neared full around kickoff and the Downtown Bryan ridership was about one-quarter of the Park-and-Ride patrons, up from 16 percent during the first season in 2015. Transit ridership was the third highest for the season.

Agronomy Road, Bonfire and Bush Library bus routes were used more heavily than during the Lamar game which had similar overall ridership. This suggests later arriving parkers may have used the buses to get to Kyle Field rather than walked. The four student apartment bus routes had lower ridership than the Lamar game, which has been a pattern during previous 11 a.m. games – students are apparently not morning people.

2019 Route Ridership	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Get to Grid	3,180	4,690	4,290	4,890	4,580			4,330
D'twn Bryan	650	1,610	1,640	1,910	1,450			1,450
Apartments	4,200	3,580	4,320	4,210	3,430			3,950
Off-Campus Total	8,030	9,880	10,250	11,010	9,460			9,730
Agronomy	2,220	2,190	2,800	3,160	2,850			2,640
Bonfire	-	1,300	1,720	1,980	1,380			1,270
Bush Library	4,400	4,990	7,300	7,210	5,640			5,910
Lot 58	300	800	970	940	470			700
Para	1,490	1,790	2,080	2,000	1,560			1,780
Reed/Olsen	450	750	950	720	610			700
Stotzer	1,190	1,050	1,100	1,360	1,020			1,140
WHR	740	1,380	1,330	1,320	1,260			1,210
On Campus Total	10,790	14,250	18,250	18,690	14,790			15,350
TOTAL	18,820	24,130	28,500	29,700	24,250			25,080

Traffic

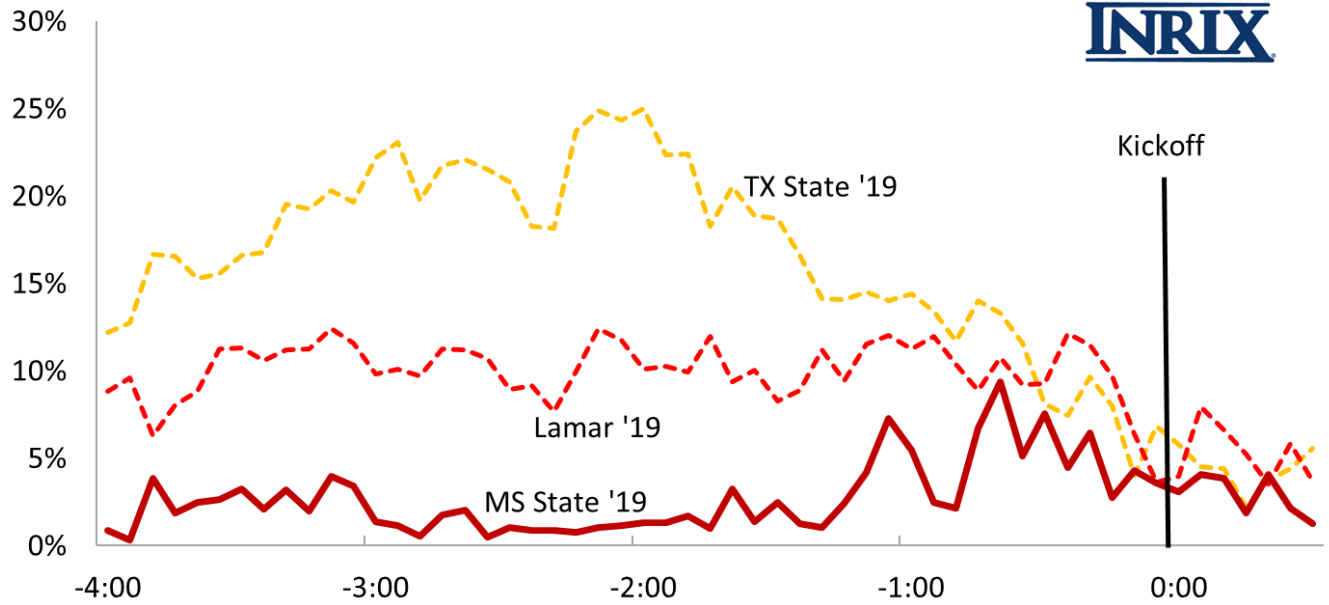
The big Aggie lead going into the second half of the game, coupled with the beautiful fall weather meant fans stayed in their seats longer than in a typical big win, and then went to tailgates rather than joining the vehicle traffic stream. The Discovery contraflow was set-up by 2:10 p.m. and A&M Transportation Services and the City of College Station were well into traffic handling when the game ended at 2:30 p.m. While many fans left campus, many others took advantage of the opportunity to tailgate and enjoy the warm friendships, causing the postgame congestion peak to be below 10 percent of the major road network.

Campus traffic controls began to be removed 30 minutes after game end, and the City began to remove theirs at the hour mark postgame. Congestion at that time was like the Lamar and Texas State games, and the congestion decline was similar to those games. The congestion uptick seen around the 4-hour postgame mark is the beginning of the evening dinner and entertainment traffic demand.

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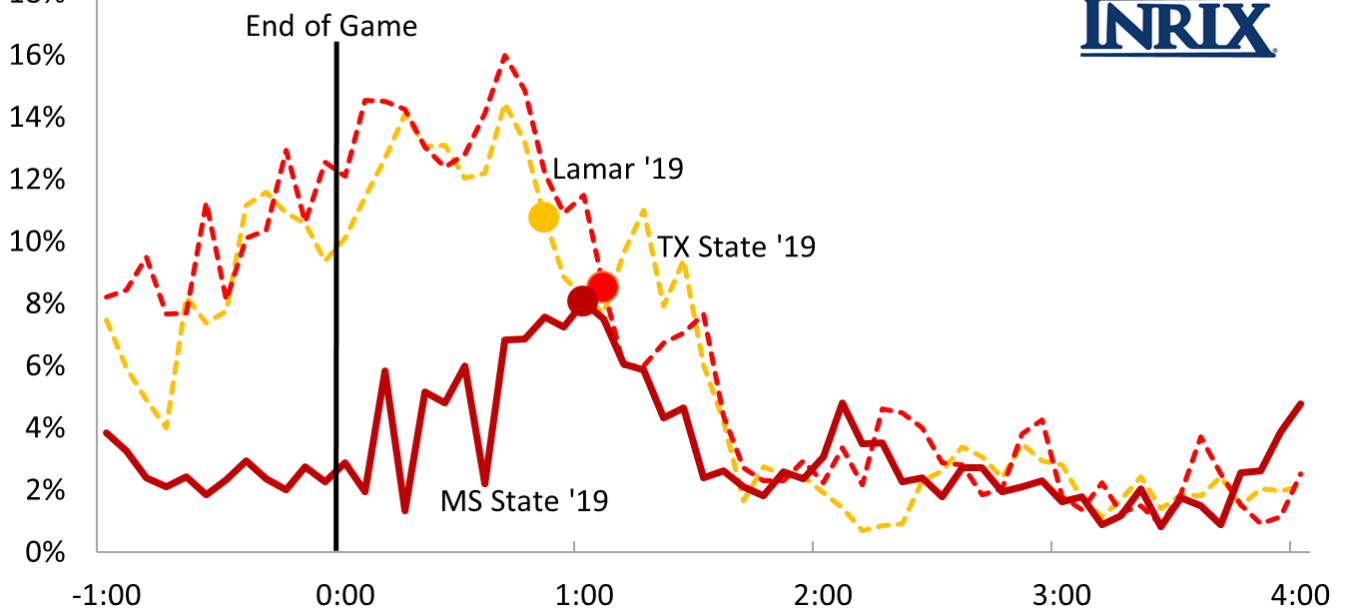
% of Congested Major Road

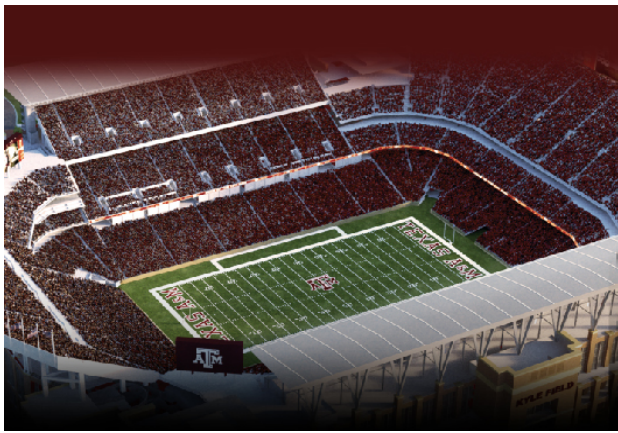
Aggieland Pregame Congestion Analysis



% of Congested Major Road

Aggieland Postgame Congestion Analysis





KYLE FIELD TRANSPORTATION PLAN

University of Texas – San Antonio Evaluation (Preliminary) Saturday, November 2, 2019

While last week saw a slow start to an early kickoff game, the UTSA week saw an even slower start – especially with the UTSA team buses. The UTSA team buses were 30 minutes behind schedule, which put them into conflict with the Corps of Cadets alumni band marching path. The Corps stepped off for their review on Simpson Drill Field after the UTSA team buses were scheduled to arrive, but before they got to campus. Quick reactions in the Kyle Command Center got the Bryan Police Department escorts to re-route the buses to George Bush and Houston Street to avoid the Corps. The remainder of pregame was uneventful as fans were able to get to their seats and enjoy the beautiful weather and an Aggie game. Transit had a strong day for the crowd size with more than 25,000 riders. Park-and-ride was an attractive option for this game - almost 1,600 riders on the Downtown Bryan route and a season high 5,000 on the Get to the Grid route.

The Aggies were winning throughout the game and two 3rd quarter touchdowns that extended the lead, caused fans to begin slowly filtering out of the stadium. Discovery Drive contraflow began about 5 minutes before the end of the game and all postgame traffic control started once the final whistle blew. The Bush/Wellborn intersection and the West Campus Garage north side pedestrian and vehicle operations are a complicated “dance.” There are large numbers of both that want to be given time and the balancing act is somewhat difficult to achieve for some games. Texas A&M Transportation Services and College Station Police Department helped the coordination finally begin. Postgame traffic control for campus and the city ended less than an hour after the game ended and we achieved another traffic win for the 2019 season.

The final home game will be against the University of South Carolina in a couple of weeks with a 6:30 p.m. kickoff time.

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

Game Description:

- Game attendance: 100,635
- Weather: 58^o, **BEAUTIFUL**, Sunny
- Wind: N at 7 mph
- Kickoff: 11:03 AM- Game End: 2:19 PM
- 3rd quarter score: Texas A&M: 35
UTSA: 7

Parking

The two 11 a.m. games – Mississippi State and UTSA – had similar parking patterns. Total parking volume was within 400 vehicles and the loading patterns were similar. Lots in the Research Park and Veterinary Medicine/Agronomy areas were the most different, but even those numbers were close. Fan Field was only about one-third full for both games and the lots near Bonfire (on East Main) were also not full. Both games also had a low 43 percent of gameday parkers using their A&M parking permit. These fans have about half a person less in each vehicle causing more parking lots and more vehicle capacity in the postgame traffic flow being consumed.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Main	4,410	4,730	4,900	4,740	4,520	4,590		4,650
East Main	-	1,870	1,660	1,920	1,360	1,360		1,360
Reed/Agriculture	8,920	9,280	9,300	9,220	9,290	9,260		9,210
Research Park	2,140	2,150	3,010	3,680	2,180	1,940		2,520
Vet/Agronomy	1,120	2,090	2,380	2,620	1,520	1,350		1,850
Total	16,590	20,120	21,250	22,180	18,870	18,500		19,590

Shuttle Bus

The UTSA game saw the third highest ridership of the season. The high volume of fans using the park-and-ride lots was surprising – 11 a.m. games against smaller schools is not usually a prescription for the largest volume of anything. The smaller apartment ridership was predictable (students aren't fond of early games) and with the smaller number of parked cars along Agronomy, that route also had lower ridership. The Bush Library route was even stronger than the Mississippi State game with fewer parked vehicles in the area. The early game arrival pattern has fans arriving in the last 90 minutes before the game. They have apparently decided that the shuttle system is the best way to ensure they get to Kyle before kickoff. The Stotzer route also had a relatively high ridership day.

2019 Route Ridership	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Get to Grid	3,180	4,690	4,290	4,890	4,580	5,010		4,440
D'twn Bryan	650	1,610	1,640	1,910	1,450	1,590		1,470
Apartments	4,200	3,580	4,320	4,210	3,430	3,540		3,880
Off-Campus Total	8,030	9,880	10,250	11,010	9,460	10,140		9,790
Agronomy	2,220	2,190	2,800	3,160	2,850	2,140		2,560
Bonfire	-	1,300	1,720	1,980	1,380	1,430		1,300
Bush Library	4,400	4,990	7,300	7,210	5,640	6,110		5,940
Lot 58	300	800	970	940	470	840		720
Para	1,490	1,790	2,080	2,000	1,560	1,850		1,800
Reed/Olsen	450	750	950	720	610	690		700
Stotzer	1,190	1,050	1,100	1,360	1,020	1,250		1,160
WHR	740	1,380	1,330	1,320	1,260	830		1,140
On Campus Total	10,790	14,250	18,250	18,690	14,790	15,140		15,320
TOTAL	18,820	24,130	28,500	29,700	24,250	25,280		25,110

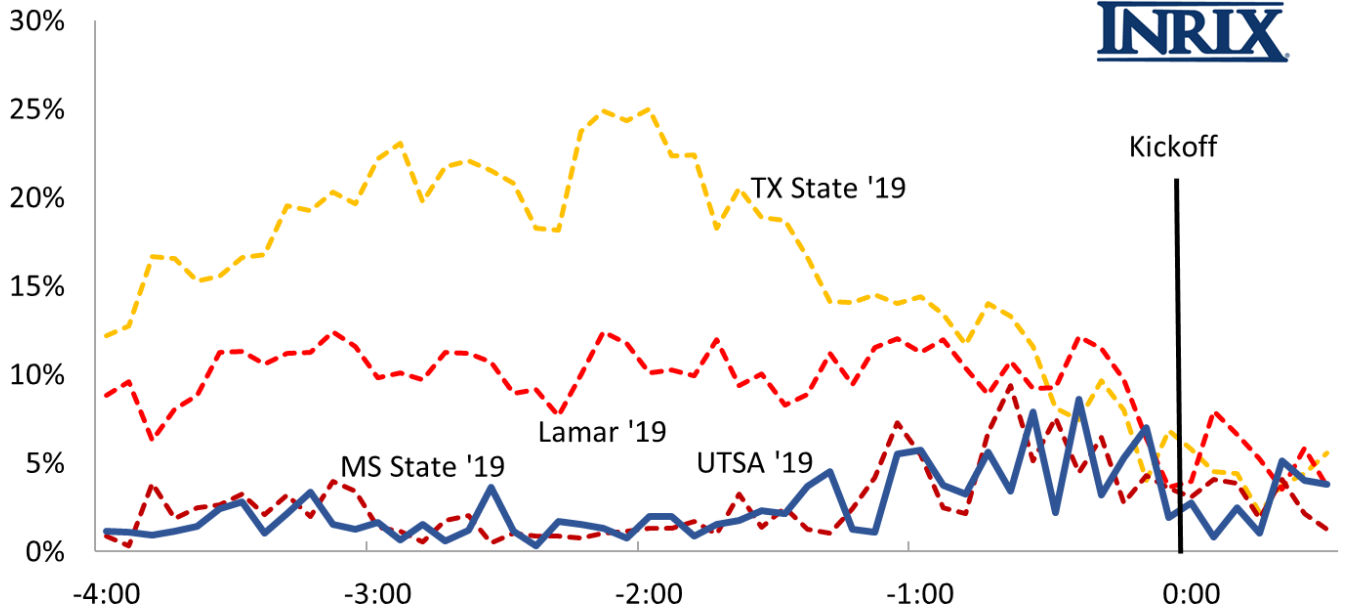
Traffic

Both the pregame and postgame traffic congestion followed the Mississippi State patterns. Pregame saw a smaller peak than other smaller attendance games, with traffic not picking up until an hour pregame. The postgame congestion only began to increase around the end of the game and again the peak was about 10 percent. Around the 90-minute mark the pattern joined the Lamar and Texas State profiles.

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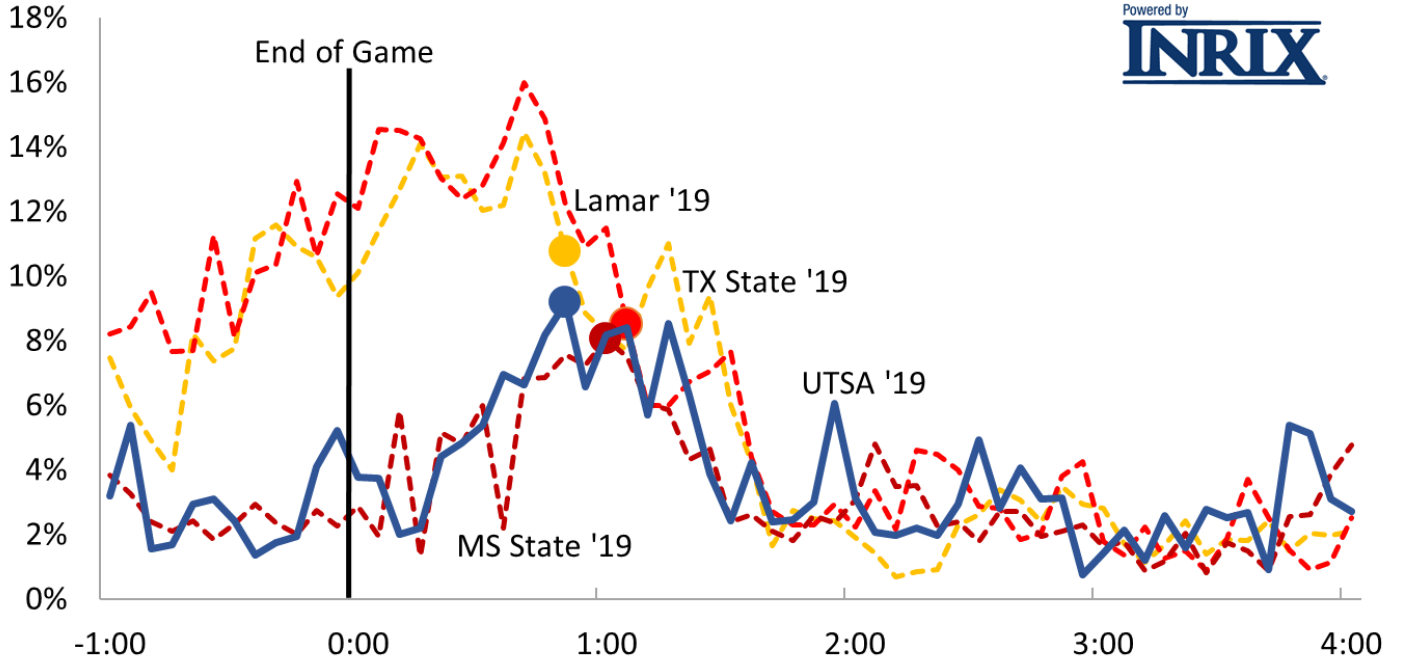
% of Congested Major Road

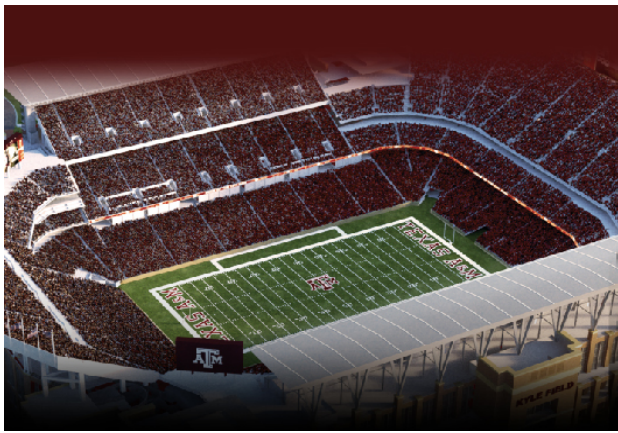
Aggieland Pregame Congestion Analysis



% of Congested Major Road

Aggieland Postgame Congestion Analysis





KYLE FIELD TRANSPORTATION PLAN

University of South Carolina Evaluation (Preliminary) Saturday, November 16, 2019

A cold morning did not seem to deter fans from coming to Aggieland - we experienced the 6th largest Kyle Field crowd, and the fifth consecutive crowd of more than 100,000 fans this season. Although the fans showed up, it took them some time to get to campus.

There was a slow start to the day with much of the action kicking off around noon, when the Parsons Mounted Calvary marched around Reed Arena – visiting west campus because the West Campus March had been cancelled due to the 11 a.m. Mississippi State kickoff time. The 2:30 p.m. road closures occurred for the last time this season without an issue. As kickoff neared, fans started getting to campus and the Bonfire area lots went full for the first time in 2019. The Get-to-the-Grid park-and-ride route had riders waiting to load the buses before they began operation (3 hours pregame) and never slowed until kickoff. By around 6:00 p.m. the American Momentum Bank parking lot went full and the route carried the most riders of the season. Transit had a very successful day with the second largest ridership of the season – almost 29,000 rides – just behind Alabama.

The big crowd stayed in their seats until after the Aggie Band won halftime, and although the game was close, a few fans began leaving after the third quarter ended. Just before the game ended, the Discovery Road contraflow stood up marking the beginning of postgame traffic control operations. Less than 30 minutes after the game ended, we were able to open Houston Street to allow tailgaters to pick up their items. About ten minutes after Houston Street opened, traffic control around Cain Garage was stopped. While it took some time for the West Campus Garage pedestrian and vehicle coordination to begin, traffic flowed smoothly, and we were able to demobilize traffic control by around 10:50 p.m. Shortly afterward, the Discovery Drive contraflow was converted to normal traffic flow and campus traffic control ended just after 11:00 p.m. The City of College Station followed suit shortly after at 11:15 p.m., a little over an hour after the game ended.

Another traffic win was brought to you by the great partnerships within campus and around the community. Thank you to everyone that helped spread the word about road closures and the “No Wheels Zone”; we look forward to the same great partnerships next year!

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

Game Description:

- Game attendance: 104,957
- Weather: 54^o, **BEAUTIFUL**, Sunny
- Wind: E/SE at 2 mph
- Kickoff: 6:39 PM- Game End: 10:07 PM
- 3rd quarter score: Texas A&M: 13
Univ of South Carolina: 3

Parking

The 6th largest stadium crowd predictably caused big parking volumes, rivaling the Alabama game which was the second largest A&M game crowd, had almost 1,800 more tickets sold and had a larger number of extra tailgaters than the South Carolina game. There were season highs in the Main, East Main and Reed Arena/Agriculture areas. The Veterinary Medicine/Agronomy area was close to the Alabama game high and only the Research Park area significantly trailed the Alabama game.

2019 Game Totals	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Main	4,410	4,730	4,900	4,740	4,520	4,590	5,330	4,750
East Main	-	1,870	1,660	1,920	1,360	1,360	2,080	1,460
Reed/Agriculture	8,920	9,280	9,300	9,220	9,290	9,260	9,340	9,230
Research Park	2,140	2,150	3,010	3,680	2,180	1,940	2,630	2,530
Vet/Agronomy	1,120	2,090	2,380	2,620	1,520	1,350	2,480	1,940
Total	16,590	20,120	21,250	22,180	18,870	18,500	21,860	19,910

Shuttle Bus

The larger Grid ridership was interesting when compared to the smallest Saturday gameday volume on the Downtown Bryan route. The ridership from the student apartments was higher than the two 11 a.m. games but overall the off-campus routes carried the second highest ridership of the season.

Most on-campus routes had their highest or second-highest ridership of 2019. The 12th Man parking lot routes – WHR, Stotzer and Reed/Olsen – had their fourth highest ridership day, behind Alabama, Auburn and Lamar (ahead of the Thursday game and the 11 a.m. games). The other on-campus routes, however, combined for their second highest day, just behind the Alabama ridership. The second highest game attendance, then, also accompanied the second largest bus ridership day.

2019 Route Ridership	Aug 29 TX State	Sept 14 Lamar	Sept 21 Auburn	Oct 12 Alabama	Oct 26 MS State	Nov 2 UTSA	Nov 15 So Caro	Average
Get to Grid	3,180	4,690	4,290	4,890	4,580	5,010	5,230	4,550
D'twn Bryan	650	1,610	1,640	1,910	1,450	1,590	1,360	1,460
Apartments	4,200	3,580	4,320	4,210	3,430	3,540	3,890	3,880
Off-Campus Total	8,030	9,880	10,250	11,010	9,460	10,140	10,480	9,890
Agronomy	2,220	2,190	2,800	3,160	2,850	2,140	2,930	2,610
Bonfire	-	1,300	1,720	1,980	1,380	1,430	2,020	1,400
Bush Library	4,400	4,990	7,300	7,210	5,640	6,110	7,210	6,120
Lot 58	300	800	970	940	470	840	900	750
Para	1,490	1,790	2,080	2,000	1,560	1,850	2,180	1,850
Reed/Olsen	450	750	950	720	610	690	1,000	740
Stotzer	1,190	1,050	1,100	1,360	1,020	1,250	1,130	1,160
WHR	740	1,380	1,330	1,320	1,260	830	1,020	1,130
On Campus Total	10,790	14,250	18,250	18,690	14,790	15,140	18,390	15,760
TOTAL	18,820	24,130	28,500	29,700	24,250	25,280	28,870	25,650

Traffic

Traffic congestion was relatively unremarkable both pregame and postgame. The long pregame period for the 6:30 p.m. game meant plenty of time for fans and tailgaters to get to campus. Congestion did not reach ten percent of the major road network, like the previous two games that kicked off around 11 a.m., and much lower than the other two large SEC games.

Postgame congestion was also less than the other big SEC games and the typical 2019 weekday. Congestion before the end of the game followed the general pattern of the Auburn and Alabama games and the peak occurred around the same time as those games, just at a much lower level. Congestion had declined significantly from the gameday peak by the time traffic controls began to be removed in the City.

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