

KYLE FIELD TRANSPORTATION PLAN

Vanderbilt University Evaluation Saturday, September 26, 2020

Statistically speaking, there was approximately way more than 1/4 the usual opening game excitement for the start of the 2020 season. And not just among the traffic staff eager to try their electronic whistles in a gameday setting. The Vanderbilt Commodores sailed on to the Kyle Field brick house (apologies to Motown Records) to face the #10 Aggies on a glorious weather day. After many variations of parking plans, transit operation scenarios and pregame and postgame traffic options between A&M Transportation Services and the City of College Station, gameday operations might have appeared easy, especially since most of the nightshift staff were off the clock before Sunday morning. (More apologies to Motown).

Campus was noticeably less busy, especially on the outer edges, but there was a lot of enthusiasm around the Corps Campus March, Miss Reveille and the Parsons Mounted Cavalry. With no tailgating tents, no Fan Zone and no Spirit Walk, the crowd arrived later than usual on campus. Most of the parking was within a smaller area – bounded by Penberthy Blvd and Bizzell Street – and ridership on the bus routes to student apartments indicated many off-campus students chose to not drive. Most of the individual bus routes held their 2019 adjusted market share (based on 25% stadium capacity) with only the outer campus services on Agronomy Rd and Bush Library having noticeable losses. The Paratransit and worker shuttle ridership is correlated with workers rather than fan attendance.

The lower attendance affected both pregame and postgame operations. The usual pregame pedestrian safety closures made street operations smoother as game time approached with the typical few pieces of road next to campus showing congestion. Postgame, the West Campus and Stallings Blvd garages were cleared by 30 minutes postgame, and on-campus traffic staff was removed around the same time. Traffic congestion on the exit roads “topped out” at half of the normal evening peak period level. The narrowed Bush-Wellborn intersection (with no postgame contraflow) functioned reasonably well despite the CSPD officers required to allocate time to each road individually as well as time for pedestrians. Some changes will be explored before the University of Florida game to encourage George Bush Drive traffic to use the two lanes provided for them.

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

- Game attendance: 24,073
- Weather: 88°, **BEAUTIFUL**, Sunny, then dark
- Wind: S/SE 8 mph
- Kickoff: 6:39 PM- Game End: 9:47 PM
- 3rd quarter score: #10 Texas A&M: 14
Vanderbilt University: 12

Parking

As expected, parking volume was significantly lower than in previous years due to the smaller crowd size. In addition, the Aggie students were slightly more than half of the total crowd, and many of them walked from campus dorms, nearby apartments or rode a gameday shuttle bus. The 2020 parking plan concentrates 12th Man Foundation season permits in the parking garages near Kyle and surface lots along Olsen Blvd. The Main and Reed/Agriculture area parking lots, therefore, had about half the 2019 totals. The west campus parking lots along Research Parkway and near the Bush Library, the Agronomy Road lots and parking around the Veterinary Medicine buildings had only about 15 percent of the 2019 volume.

2020 Gameday Parking

2020 Game Totals	2019 Average	Sep 26 Vandy	Oct 10 Florida	Oct 31 Arkansas	Nov 21 UMiss	Nov 28 LSU	2020 Average	Percent of 2019
Main	4,740	2,840					2,840	60%
East Main	1,710	-					-	0%
Reed/Agriculture	9,230	4,050					4,050	44%
Research Park	2,530	330					330	13%
Vet/Agronomy	1,940	260					260	13%
Total	20,150	7,480					7,480	37%

Note: Parking lots east of Bizzell Street (East Main) are not available for 2020 gameday parking.

Shuttle Bus

With much lower crowds in 2020, the shuttle footprint and operations were re-designed to serve the gameday parking areas and to right-size the off-campus route structure. With a large gameday parking inventory, the extensive park-and-ride operation at American Momentum Bank Plaza was discontinued and off-campus operations focused on Downtown Bryan. The four apartment shuttles were maintained, and service extended throughout the football games. Both off-campus services basically held their market share with about the same percentage of 2019 ridership as the average attendance. Of the on-campus routes, the paratransit and worker shuttle had the highest percentage of 2019 ridership – logical given that much more than one-quarter of the staff are required to support the concession, entry and other elements of a football game. The three routes not being operated for 2020 were to areas not being used for gameday parking – Stotzer and Bonfire – or to relatively close-to-Kyle parking lots. The 12th Man W parkers were relocated to H Lot for the season, and service to H and R Lots are provided by the Reed/Olsen route.

2020 Gameday Bus Ridership

Route Ridership	2019 Average	V'bilt % of	
		Vanderbilt	2019
Get to Grid	4,780	-	
D'twn Bryan	1,600	340	21%
Apartments	3,830	760	20%
Off Campus	10,210	1,100	11%
Agronomy	2,670	500	19%
Bonfire	1,640	-	
Bush Library	6,410	1,120	17%
Lot 58	820	160	20%
Para/Worker	1,910	1,060	55%
Reed/Olsen	790	170	22%
Stotzer	1,150	-	
WHR	1,190	-	
On Campus	16,580	3,010	18%
TOTAL	26,790	4,110	15%

Note: 4 2019 bus routes are not operating in 2020.

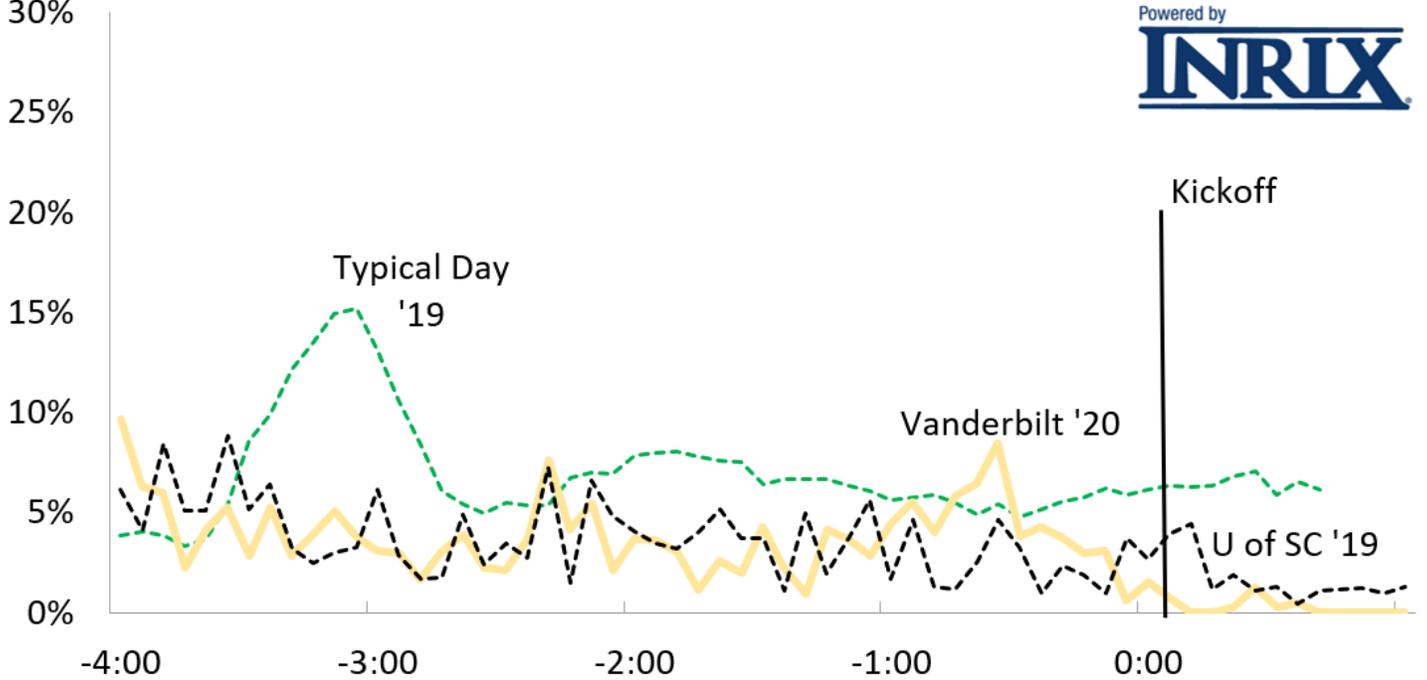
Traffic Congestion

As expected, traffic congestion was not a significant problem before or after the game. The 2019 University of South Carolina game and the regular 2019 weekday morning and evening congestion pattern are offered as comparisons. The 10 percent of roads that were congested pregame were the pieces of George Bush Drive, Wellborn Rd and University Drive that are congested even during smaller games and below the 15 percent of usual weekday morning congestion.

Some early departing fans subtracted from the already small crowd and postgame congestion was a short and essentially non-event. The lack of a Wellborn contraflow complicated the George Bush Drive and Wellborn Road congestion levels and some congestion was noted on FM 2818, but problems abated quickly. The late traffic control pick-up was due to College Station Police holding the Bush-Wellborn controls and the Bush escort lane for the Vanderbilt team buses and their CSPD motorcycle escort to the airport.

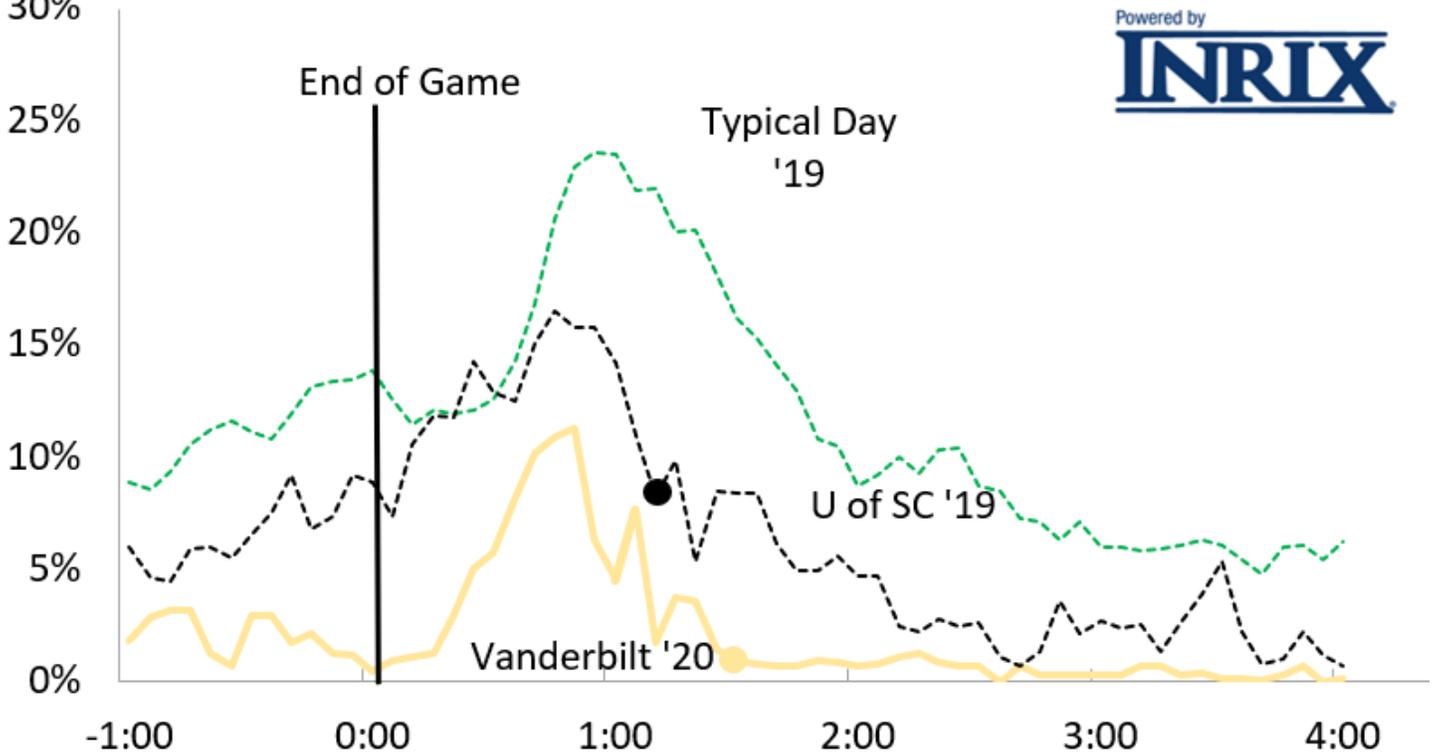
% of Congested Major Road
30%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
30%

Aggieland Postgame Congestion Analysis





University of Florida Evaluation Saturday, October 10, 2020

For Aggie Football fans of a certain age, a middle weekend in October means two things – a win over Baylor and rain. By the bucketful. 2020 continued its march against normalcy with a Chamber of Commerce beautiful day and an orange, white and blue clad opponent. But also, a win! As with most 11 a.m. games, the Florida weekend was quiet early. Parking volumes appeared to be like the first 2020 game and with the same pattern – the lots were about empty at 2 hours pregame and parking volumes and bus ridership began increasing around 10 a.m. The reported 50,000 students behind the University of Florida team bench must have mostly walked to campus, because parking and bus ridership numbers were similar to the Vanderbilt game. But most of those stats are compiled as individuals, rather than decibel levels. (Crowd Source: Coach Mullen, at 3:40 https://www.youtube.com/watch?v=o_8tHgcNX-o)

The relocated Corps review stand on the south side of the MSC appeared to work very well, with the Aggie band playing nearby. From a transportation perspective, this spot meant fewer spectators near the Stallings Boulevard Garage, allowing cars and buses to move more freely, and no conflict from the team buses which are entering Kyle Field from the George Bush Drive/Houston Street intersection. Most of the 4,600 transit riders were delivered to campus near the north end of Kyle Field.

The new Wellborn Contraflow Lite plan (2 southbound Wellborn Road lanes and one left turning George Bush Drive lane into three southbound Wellborn lanes for about ½ mile) functioned smoothly. The combination of this design and the College Station Police and Public Works efforts to move large groups of cars and pedestrians efficiently shows this approach might work for crowds up to a 50% capacity Kyle Field. The few parkers on the Bush Library side of campus solidified the wisdom of not deploying the Discovery Drive contraflow and few traffic controls west of Reed Arena. The guests exiting driveways around Reed Arena were also allowed more directional choices.

With almost all fans staying until the game end, the postgame traffic plan had a good test. Campus traffic was cleared between 3:00 and 3:15 p.m., and traffic on most city streets was flowing well by the time the visiting team bus escort went to the airport shortly after 3:30 p.m., a little later than previous seasons.

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

- Game attendance: 24,709
- Weather: 72^o, **Sunny**
- Wind: Calm
- Kickoff: 11:02 a.m. Game End: 2:24 p.m.
- 3rd quarter score: #21 Texas A&M: 24
#4 Florida: 28

Parking

The 11 a.m. game against a top 5 opponent brought a few more fans and a few less cars to campus, but the patterns were similar. Most vehicles were parked in the areas around Kyle Field with very light volumes on the Research Park side of west campus and in the area north of Stotzer Parkway. The Main campus parking area is principally comprised of garages with 12th Man Foundation parkers – those making up the majority of the non-student crowds.

2020 Gameday Parking

2020 Game Totals	2019 Average	Sep 26 Vandy	Oct 10 Florida	Oct 31 Arkansas	Nov 21 UMiss	Nov 28 LSU	2020 Average	Percent of 2019
Main	4,740	2,840	2,570				2,700	57%
East Main	1,710	-	-				-	0%
Reed/Agriculture	9,230	4,050	3,930				3,990	43%
Research Park	2,530	330	360				350	14%
Vet/Agronomy	1,940	260	350				310	16%
Total	20,150	7,480	7,210	-	-	-	7,350	36%

Note: Parking lots east of Bizzell Street (East Main) are not available for 2020 gameday parking.

Shuttle Bus

Aggie students liked the idea of allowing someone else to drive them to campus for the early morning kickoff with the four apartment routes showing the largest increase from the Vanderbilt game. While still much below 2019, a ridership increase was also seen on the Agronomy, Bush Library and Reed/Olsen routes. The shuttle ridership from RV Lot 58 was down slightly despite the same number of RVs being parked for both games. The Downtown Bryan route was lower than for Vanderbilt, but in previous seasons this route has typically had lower ridership for 11 a.m. games.

2020 Gameday Bus Ridership

Route Ridership	2019 Average	Vanderbilt	Florida	FL % of 2019
Get to Grid	4,780	-	-	
D'twn Bryan	1,600	340	250	16%
Apartments	3,830	760	1,030	27%
Off Campus	10,210	1,100	1,280	13%
Agronomy	2,670	500	680	25%
Bonfire	1,640	-	-	
Bush Library	6,410	1,120	1,370	21%
Lot 58	820	160	110	13%
Para/Worker	1,910	1,060	970	51%
Reed/Olsen	790	170	240	30%
Stotzer	1,150	-	-	
WHR	1,190	-	-	
On Campus	16,580	3,010	3,370	20%
TOTAL	26,790	4,110	4,650	17%

Note: 4 2019 bus routes are not operating in 2020.

Traffic Congestion

As with other 11 a.m. games, Aggie fans arrived very near kickoff, causing the congestion peak (such as it was) to occur around 10:30 a.m. and at a level below the Vanderbilt game. The post-kickoff congestion levels were small, but larger than Vanderbilt and South Carolina.

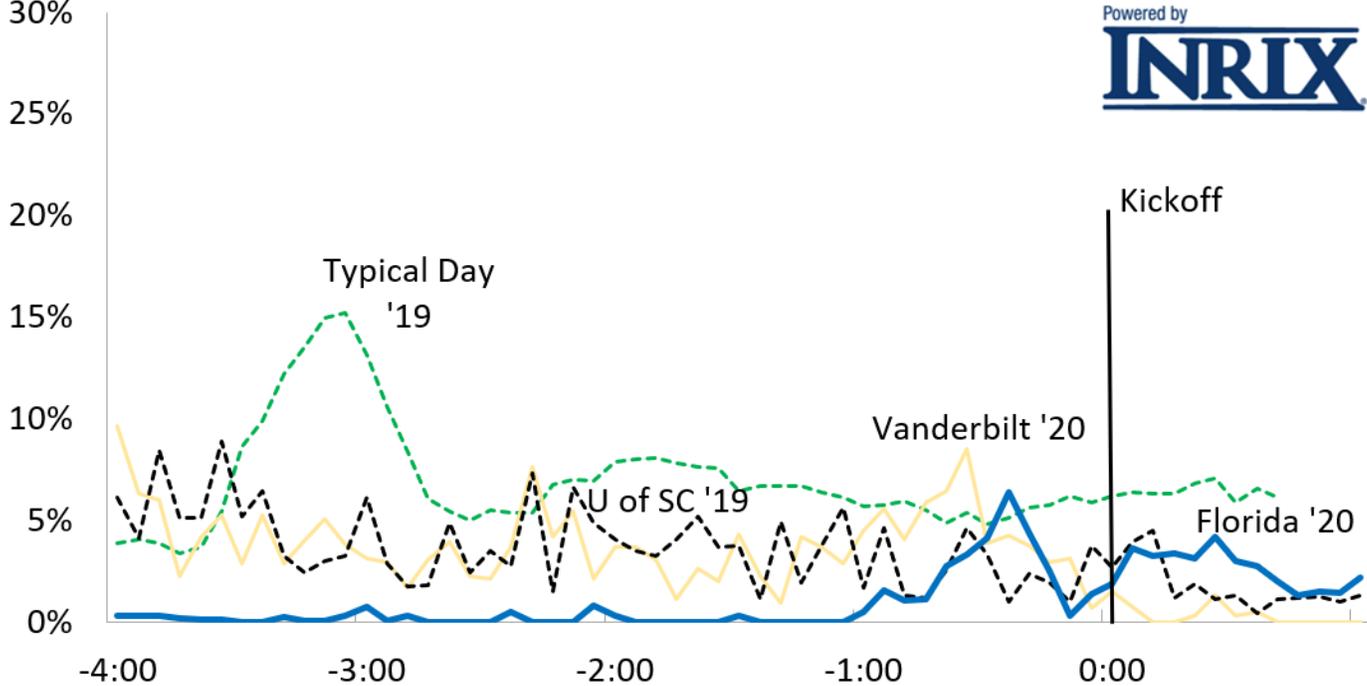
The close morning kickoff game against a top 5 opponent meant more people stayed until the end of the game than for Vanderbilt. The congested roads percent was lower than the South Carolina game – the least congested 2019 SEC game. Most of the Florida game congestion was centered on the Bush-Wellborn intersection. Even FM 2818 was not very congested for the Florida game. Other streets with a mix of gameday and community traffic on Saturday afternoon like University Drive and Texas Avenue were likewise not very congested. The plan's goal of achieving a peak that accommodates many people leaving after the game and then a rapid decline is being achieved – and 2020 congestion with a 25% capacity Kyle Field is much less than a typical weekday evening peak in 2019.

The new postgame Wellborn Road configuration allowed College Station police officers to have two Wellborn lanes merge with one left-turning lane from George Bush Drive without having to alternate between the two traffic streams. More time was given to both directions, and pedestrians were handled as traffic flows allowed. With more volume flowing south, the Holleman intersection had more demand; on a few occasions, the back-up reached a point close to George Bush Drive. When this occurred, the officers stopped one of the two vehicle streams, allowed pedestrians and buses to move across and the Holleman back-up to clear.

With almost all fans staying until game end, congestion levels declined less sharply than for Vanderbilt, but traffic controls were removed well before the 2-hour goal. And as with other 11 a.m. games, the traffic flow patterns showed many people moving against the gameday exit flow - from homes to dining, entertainment options and other destinations. Some of the congestion relates to these non-peak trips.

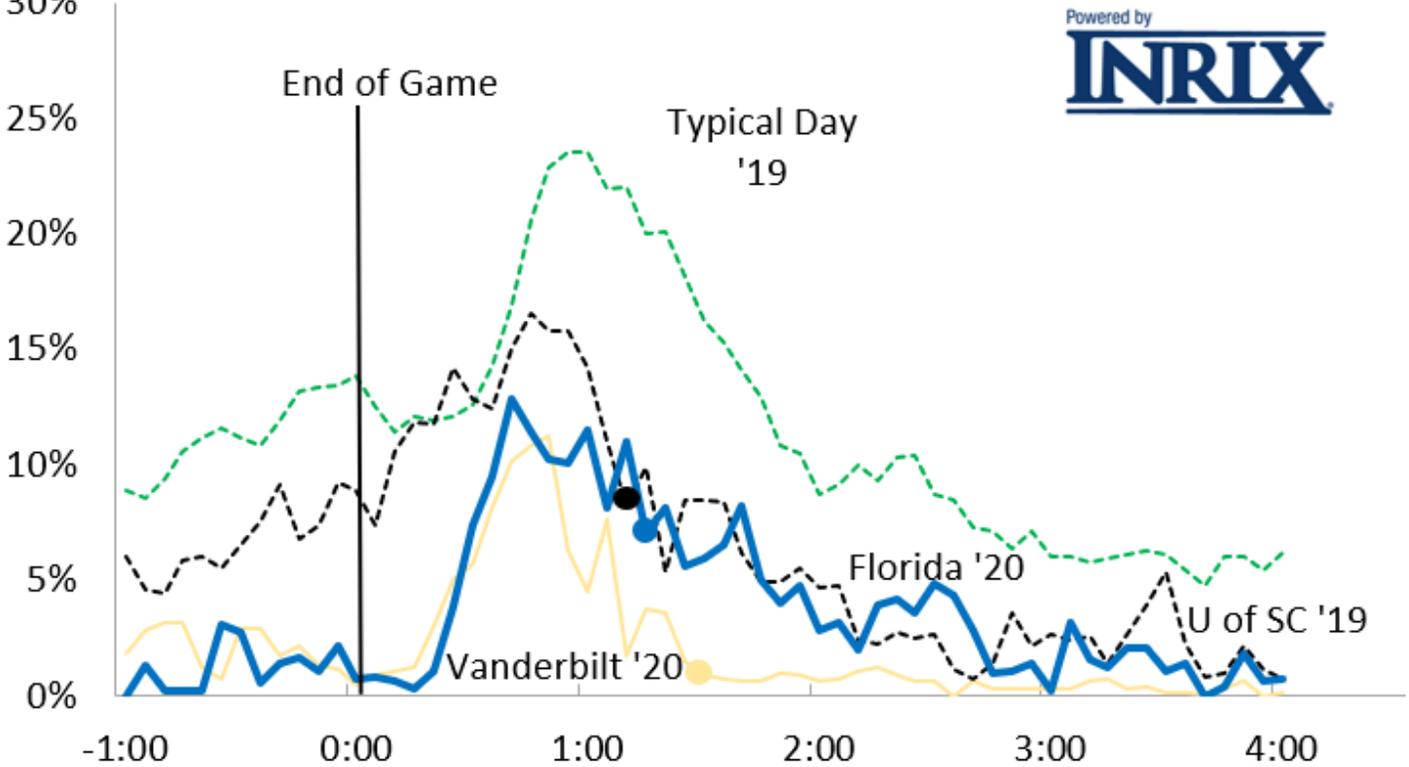
% of Congested Major Road
30%

Aggieland Pregame Congestion Analysis

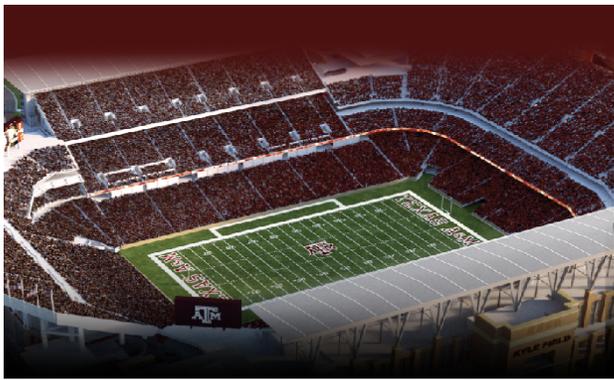


% of Congested Major Road
30%

Aggieland Postgame Congestion Analysis



Dots indicate when City of College Station begins removing traffic control. Goal is two hours postgame.



KYLE FIELD TRANSPORTATION PLAN

University of Arkansas Evaluation Saturday, October 31, 2020

A brilliant football weather day was again not experienced by enough Aggie fans, but a home game for the #8 Aggies against the Arkansas Razorbacks seemed to be appreciated by those who came to campus. Without the usual tailgating scene and greatly reduced Pepsi Fan Zone, campus was relatively quiet until around 4 p.m. Parking lots opened, the pedestrian safety closures began at 2:30 p.m., and buses started their routes at 3:30 p.m. Halloween costumes were abundant and clever.

The lighter campus staffing levels appeared reasonable with no significant congestion experienced before or after the game. The Corps March around the MSC attracted fans to the Joe Routh/Houston St intersection (location of the reviewing stand), allowing the Stallings Boulevard Garage to load smoothly and buses to operate without delays. Team bus entries are still running ahead of schedule due to lighter road traffic levels, but the escort officers are not complaining.

Pregame congestion topped out at 10 percent, like the first two games, with the same pattern as the 6:30 p.m. Vanderbilt game. A small crash occurred on eastbound George Bush Drive near the Bizzell intersection around 4 p.m. but it created no significant problems. Bus ridership was higher than the first two games with 5,100 rides carried for the day, about 1,000 more than the Vanderbilt game.

Postgame traffic was affected by another crash (trick more than a treat) at Bush-Wellborn that reduced southbound Wellborn to one lane of capacity for about 20 minutes. Fortunately, the City of College Station Police were able to keep a lane of both George Bush Drive and Wellborn Road open and the officers and Public Works staff combined to clear the vehicles and restore the traffic control as the game ended. Campus parking lots and streets were cleared by 10:35 p.m. with the 2020 traffic plan performing well. The City's revised signal timing plan also worked with small queues at a few intersections, and very few changes as the postgame period proceeded. Two trains in the half hour before the game ended and another 85 minutes after the end would have been more challenging during regular traffic loads. City traffic control removal on Wellborn began around 10:45 p.m. and the remainder were taken away after the Arkansas team buses were escorted to the Airport.

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

- Game attendance: 27,114
- Weather: 70^o, **BEAUTIFUL**
- Wind: S/SE 6 mph
- Kickoff: 6:39 PM- Game End: 10:01 PM
- 3rd quarter score: #8 Texas A&M: 42
University of Arkansas: 14

Parking

A nighttime Halloween game against Arkansas brought the highest number of fans and vehicles to campus for football thus far in 2020. The vast majority of those vehicles were parked in the areas right around Kyle Field. The Main Campus and Reed/Agriculture area parking lots – with mostly 12th Man Foundation permit holders – remain at about half their 2019 average. For this game, a few more fans found their way to the Research Park area and the parking lots north of Stotzer Parkway, but the vehicles parked in these areas are still a small fraction of those seen in 2019.

2020 Gameday Parking

2020 Game Totals	2019 Average	Sep 26 Vandy	Oct 10 Florida	Oct 31 Arkansas	Nov 21 UMiss	Nov 28 LSU	2020 Average	Percent of 2019
Main	4,740	2,840	2,570	2,870			2,760	58%
East Main	1,710	-	-	-			-	-
Reed/Agriculture	9,230	4,050	3,930	4,010			4,000	43%
Research Park	2,530	330	360	420			370	15%
Vet/Agronomy	1,940	260	350	430			350	18%
Total	20,150	7,480	7,210	7,730	-	-	7,480	37%

Shuttle

Shuttle ridership also increased, both off and on campus with the percentage increase in off-campus shuttle passengers growing just slightly more than the on-campus growth. The Downtown Bryan route and the four off campus apartment gameday shuttle routes were at their highest level of the season. Students continue to be heavy users of the shuttle system along with fans riding the Bush Library and the paratransit and worker shuttles. The latter is not a surprise as there is still a significant number of people needed to provide the Kyle Field gameday experience. The slight decrease in fans riding the Reed/Olsen and Agronomy shuttles could be attributed to the beautiful weather and fans opting to walk to Kyle Field.

2020 Bus Ridership

Route Ridership	2019	V'bilt	Florida	Arkansas	AR % of '19
Get to Grid	4,780	-	-	-	-
D'twn Bryan	1,600	340	250	350	22%
Apartments	3,830	760	1,030	1,160	30%
Off Campus	10,210	1,100	1,280	1,510	15%
Agronomy	2,670	500	680	560	21%
Bonfire	1,640	-	-	-	-
Bush Library	6,410	1,120	1,370	1,490	23%
Lot 58	820	160	110	220	27%
Para/Worker	1,910	1,060	970	1,170	61%
Reed/Olsen	790	170	240	150	19%
Stotzer	1,150	-	-	-	-
WHR	1,190	-	-	-	-
On Campus	16,580	3,010	3,370	3,590	22%
TOTAL	26,790	4,110	4,650	5,100	19%

Note: 4 2019 bus routes are not operating in 2020.

Traffic Congestion

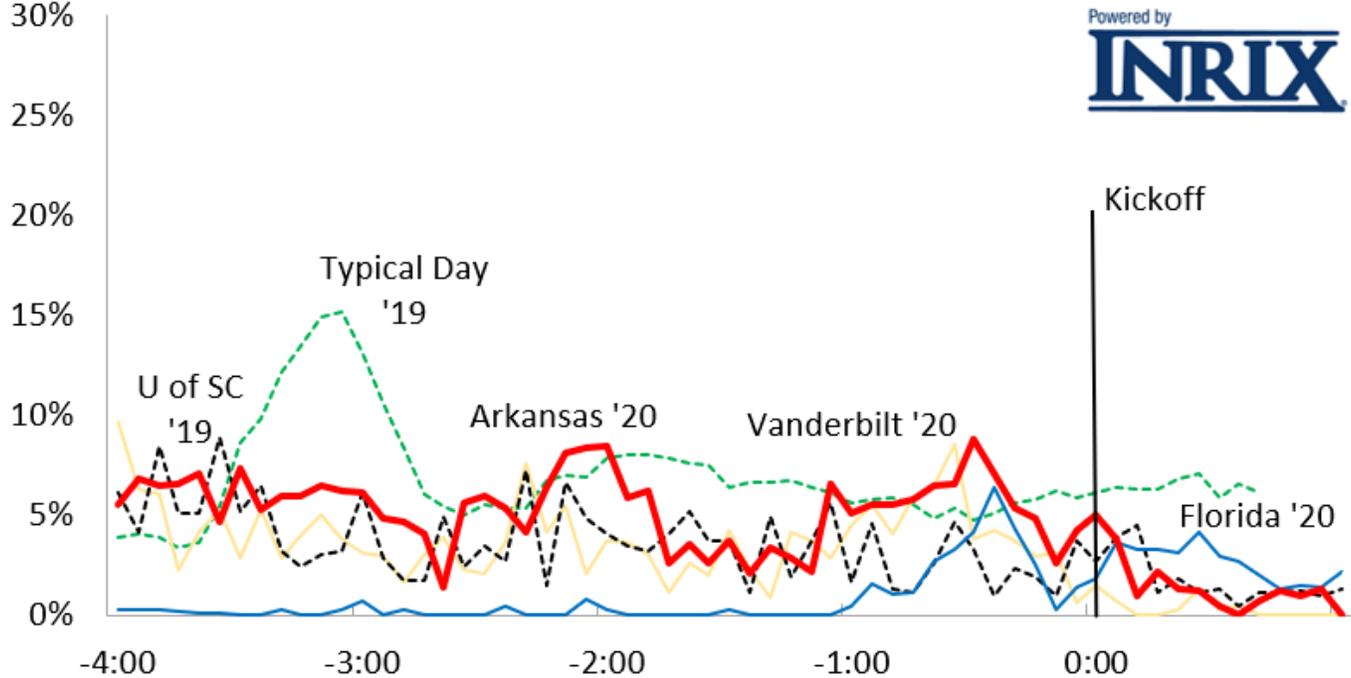
Traffic congestion leading up to this game was very similar to the Vanderbilt game, topping out with 10 percent congested roadways during the pregame time period. There were however, two peaks, one at two hours pregame and one around 30 minutes prior to kickoff. Congestion at kickoff was the highest it has been all season, higher than the 2019 University of South Carolina game. This small amount of traffic could be people not going to the game but making a last minute run for Halloween treats to hand out.

After the game, fans were in a hurry to savor any bit of Halloween they could and quickly hit the streets to get to their final destination. The peak congestion percentage was reached about 10 minutes earlier than the Florida game and approximately 20 minutes earlier than the Vanderbilt game. Although there were more fans in the stadium, the peak postgame congestion was slightly less than the Florida game and still about half a non-COVID typical day. Within two hours, all congestion had dissipated. George Bush Drive, Wellborn Road, University Drive in the Northgate area and FM 2818 near the Wellborn Road interchange were the largest contributors to the post game congestion. The crash at the George Bush/Wellborn intersection just before the end of the game did not contribute to the overall congestion. Certainly, the Wellborn Road Contraflow Lite plan helped to mitigate any effects as police officers managing the intersection were able to keep both westbound to southbound George Bush Drive traffic and southbound Wellborn Road vehicles moving at the same time. The plan also continues to be successful in handling the post-game traffic peak.

The various partners began removing traffic barricades starting one hour after the game ended. The last location to be opened up to normal traffic patterns was George Bush Drive from Wellborn to FM 2818, which was picked up immediately following the Arkansas team bus escort at about 90 minutes after the game ended.

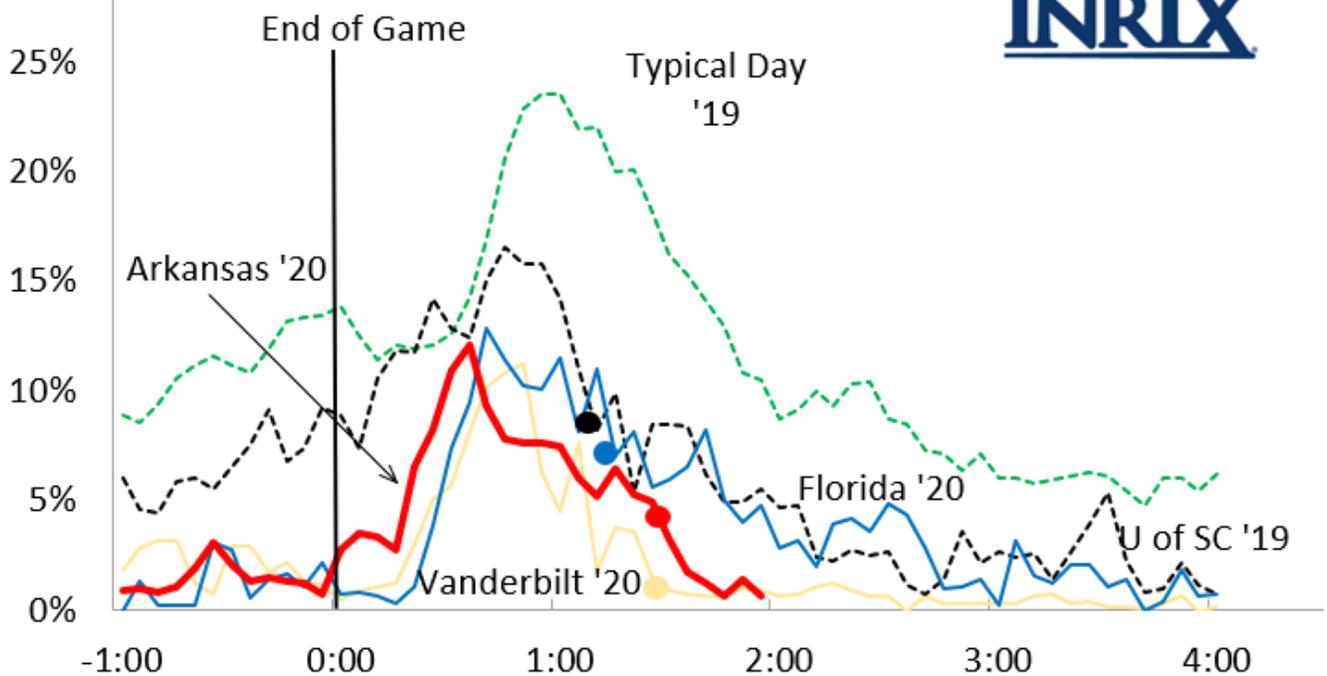
% of Congested Major Road
30%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
30%

Aggieland Postgame Congestion Analysis





Louisiana State University Evaluation Saturday, November 28, 2020

A rainy afternoon and evening, no Corps of Cadets march-in, Thanksgiving family events and no tailgating meant very few people arrived early on gameday. As if this was Halloween, this was a 6 pm game dressed up as an 11 am game. The late arriving crowd still didn't encounter much traffic congestion and from parking lot observations, the crowd also did not appear as large as previous games. Buses began by running mostly empty with peaks at the beginning of service and again at 4:00 p.m. when traffic began to pick up and bus ridership leveled off. Those that arrived early were treated to an up close and personal Aggie Band march-in marking the final home game for retiring Senior Associate Band Director Col. Jay O. Brewer - the Voice of the Aggie Band.

Meanwhile, out on State Highway 6, there were several crashes from Barron Road to Emerald Parkway that caused traffic diversions and back-ups, a 90-minute mainlane closure in the late-afternoon and perhaps some late arriving football fans. Fortunately, with a small crowd the highway delays did not appear to be huge.

During the game, the parking lot occupancy was reviewed and much of the west campus traffic control was not deployed. Exiting guests were allowed to proceed in more directions than the usual plan. On-campus traffic control was once again very efficient and barricades and staff were removed at around 30 minutes postgame, and the College Station traffic control was removed before 1 hour postgame, right after the LSU team buses rolled to the airport. CSPD and CS Public Works have mastered the new Contraflow Lite plan at Bush-Wellborn and while the plan will not likely play a role when big crowds return to Kyle Field their adaptability has been a joy to watch (for fans of traffic control, anyway). CS Public Works was also on their toes and was able to adjust the duration of the postgame traffic signal timing to account for the game ending a little later than normal.

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

- Game attendance: 23,607
- Weather: 57°, **RAINY**
- Wind: NE 8 mph
- Kickoff: 6:10 PM- Game End: 10:01 PM
- 3rd quarter score: #5 Texas A&M: 20
Louisiana State University: 0

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

Parking

The Saturday night after Thanksgiving saw the lowest parking total of the season. The Main Campus and Reed Arena/Agriculture areas with the significant 12th Man Foundation parking lots and garages were both larger than the Florida game, but the other two parking areas were below the previous lows set during the Vanderbilt game.

2020 Aggie Gameday Parking

2020 Game Totals	2019 Average	Sep 26 Vandy	Oct 10 Florida	Oct 31 Arkansas	Nov 28 LSU	2020 Average	Percent of 2019
Main	4,740	2,840	2,570	2,870	2,650	2,730	58%
East Main	1,710	-	-	-	-	-	-
Reed/Agriculture	9,230	4,050	3,940	4,010	3,980	4,000	43%
Research Park	2,530	330	380	420	310	360	14%
Vet/Agronomy	1,940	260	350	430	240	320	16%
Total	20,150	7,480	7,240	7,730	7,180	7,410	37%

Shuttle

The Bush Library and Reed/Olsen routes saw season-high ridership and the bus system had the second highest ridership of 2020. With many students leaving campus and not returning after Thanksgiving, the student apartment ridership was down, but not by as much as might be expected. Low Agronomy Route ridership mirrored the low Veterinary Medicine/Agronomy Road parking numbers. As with other games the Paratransit/Worker shuttle ridership was much closer to the 2019 totals due to the large number of workers needed to have a game even with socially distanced capacity.

2020 Aggie Gameday Bus Ridership

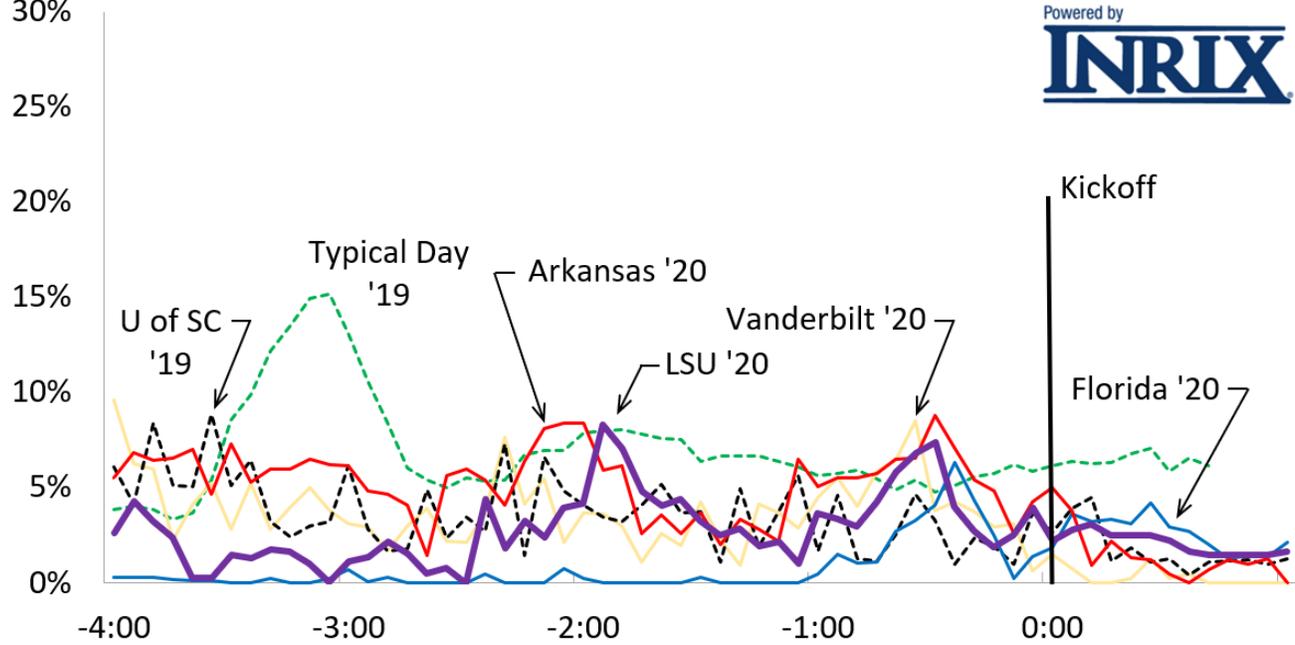
Route Ridership	2019	V'bilt	Florida	Arkansas	LSU	LSU % of '19
Get to Grid	4,780	-	-	-	-	-
D'twn Bryan	1,600	340	250	350	270	17%
Apartments	3,830	760	1,030	1,160	980	26%
Off Campus	10,210	1,100	1,280	1,510	1,250	12%
Agronomy	2,670	500	680	560	490	18%
Bonfire	1,640	-	-	-	-	-
Bush Library	6,410	1,120	1,370	1,490	1,560	24%
Lot 58	820	160	110	220	160	20%
Para/Worker	1,910	1,060	970	1,170	1,140	60%
Reed/Olsen	790	170	240	150	250	32%
Stotzer	1,150	-	-	-	-	-
WHR	1,190	-	-	-	-	-
On Campus	16,580	3,010	3,370	3,590	3,600	22%
TOTAL	26,790	4,110	4,650	5,100	4,850	18%

Traffic Congestion

The pregame congestion pattern is similar to the other three 2020 games. Both “peaks” were within two hours of kickoff, easily understood for this game since there was very little pregame activity. The lower postgame peak is similar to what has been observed in previous Thanksgiving weekend games. This isn’t related to the gameday crowd, but rather to the lower amount of community traffic near Kyle Field, likely caused by smaller restaurant, entertainment and house party attendance. LSU team buses rolled out of the visiting team parking area earlier than the previous three games allowing the City of College Station to begin removing traffic controls before an hour postgame.

% of Congested Major Road
30%

Aggieland Pregame Congestion Analysis



% of Congested Major Road
30%

Aggieland Postgame Congestion Analysis

