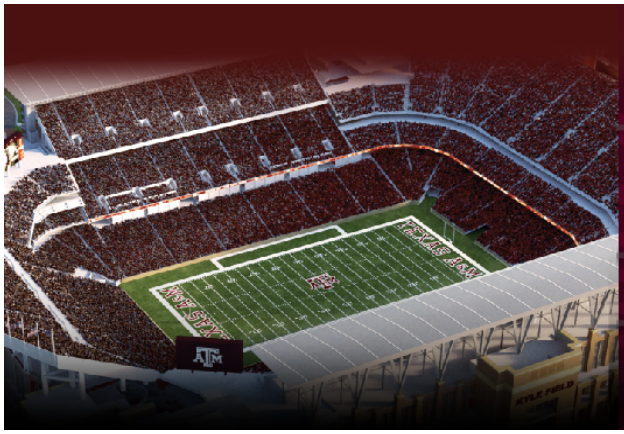


KYLE FIELD TRANSPORTATION PLAN

Western Carolina University Evaluation (Preliminary)
November 14, 2015

Aggie football fans came to campus for the final 2015 home game under a sunny sky and cool temperatures. The slightly-less-than-capacity crowd arrived over several hours and congestion was rarely a problem; the extra tailgate attendees were also less than for the average SEC game. The larger parking lots and the American Momentum Bank Plaza park-and-ride lot did not fill.

Postgame traffic was much less extensive than any other 2015 game. Cold weather and some early departures from a certain Aggie victory had traffic building throughout the 3rd and 4th quarters but within the ability of the roads to accommodate. Congestion was light until after the game ended and the remaining crowd emptied from the parking lots and garages. Signal timing was altered several times to address the changing traffic demands. One minor crash on Wellborn Road near Luther about 15 minutes before game end was quickly moved to the Wayne Smith Baseball Field parking lot by College Station Police and Fire Departments and the tow truck that CSPD hired to remain along Wellborn Road (for each game of the 2015 season). The rapid response, along with CSFD's assistance in removing the non-injury crash, meant that postgame congestion was a non-event.

More information on the experiences with parking, bus and traffic will be provided in a season wrap-up report. Large game attendance and tailgate crowds pushed staff and equipment to maintain peak efficiency for several hours each weekend. Planning will begin soon for the next few seasons. During the next few years, buildings will replace some gameday parking and tailgate crowds are likely to grow; the park & ride buses and all-weather spaces will need to handle as many people as possible. Ensuring an adequate park-and-ride lot partner, identifying ways to get more fans to the games in about the same number of vehicles and maximizing the use of the road space and green time will be focal points during the 2015/16 off-season. For the 7 games of the 2015 season, the bus system carried 210,000 riders, almost 150,000 vehicles were parked and the congestion goal was achieved within two hours in five games.

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

Game Description

- Game attendance: 101,583
- Weather: 63 degrees, Cloudy, 5 mph windy
- Kickoff: 6:02 PM End of Game: 9:28 PM
- 3rd quarter score: Texas A&M 34 – Western Carolina 14

Parking

On-campus parking was lighter than for the other 2015 season late-kickoff games, but still more than 20,000 vehicles. Lots that are farther from Kyle Field had less parking than in most other 2015 games. The near west campus area was the exception with more parked vehicles thanks to parking staff using the on-line parking purchase program (also on the Destination Aggieland smartphone app) to allow sale of additional unused spaces in the West Campus Garage. Aggie fans monitor parking availability and have been quick to purchase these spaces. This type of efficiency is will be key to accommodating future large crowds. Fan Field was less than half full and the Veterinary/Agronomy lots also had available spaces.

More than 4,800 vehicles were parked for free with a valid Texas A&M parking permit, bringing the season total to more than 32,000 cars. These vehicles have about half a person less than those paying to park, an additional 15,000 more people could have been accommodated if these vehicles had the typical occupancy. This was not a problem for most of the 2015 games, but as buildings and labs are built on parking areas, the efficient use of all-weather lots will become more important.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480	4,290	4,650	4,720	4,000	4,640	**4,670**
East Main	2,640	1,970	2,450	2,290	1,750	2,550	**2,300**
Reed/Agriculture	8,400	8,330	8,430	8,450	8,460	8,410	**8,590**
Research Park	3,710	2,080	3,930	4,830	1,680	3,130	**2,270**
Vet/Agronomy	2,930	2,650	3,030	3,600	2,760	3,560	**2,700**
Grand Total	22,160	19,320	22,490	23,890	18,650	22,290	**20,530**

Shuttle Bus Ridership

Shuttle bus ridership pre/postgame was more even than most of the 2014 and 2015 games, with about 56 percent of the rides pre-game. Almost 29,000 riders were carried, the lowest of the night kickoff games this year, but still larger than all but two games before this season. The Get to the Grid park-and-ride service from American Momentum Bank Plaza was slightly less than full, typical for the latter half of this season. Ridership on the Downtown Bryan route exceeded 1,100, the second highest of the year, and the new service carried an impressive 7,100 rides this season. The off-campus apartment routes had the fourth highest ridership of the year. The Stotzer and Bonfire routes had relatively high-for-2015 ridership levels.

Most of the pre- and post-game bus traffic encountered little to no traffic congestion. Most of the bus routes have been adjusted to avoid known congested spots and parking officers, constables, and College Station Police officers do an excellent job of providing reliable and relatively high-speed trips between the Kyle Field area and the on- and off-campus stops. A few long-standing congested spots such as the Kimbrough/Olsen intersection will be examined during this off-season.

2015 Gameday Bus Route Ridership

Route	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov 14 Western Carolina	
							Pre-Kick	Post-Kick
Get to Grid	6,160	5,380	7,040	5,530	3,940	3,530	3,470	1,500
D'twn Bryan	540	950	990	1,440	940	1,070	630	520
Off-Campus	6,410	4,010	3,730	4,630	4,120	4,710	2,320	2,060
Off Campus Total	**13,110**	**10,340**	**11,760**	**11,610**	**9,000**	**9,310**	**6,420**	**4,080**
Agronomy	3,860	4,340	5,160	6,020	4,060	5,150	2,190	2,160
Bonfire	3,410	2,940	2,580	2,610	2,180	2,720	1,500	1,600
Bush Library	9,240	6,990	9,060	8,990	4,590	7,530	3,890	2,670
Para	350	260	380	600	230	460	180	130
Reed/Olsen	1,000	530	960	950	560	810	400	320
Stotzer	1,510	2,080	1,580	1,630	1,280	2,340	960	1,100
WHR	1,570	1,130	1,360	1,500	1,130	1,270	510	640
On Campus Total	**20,940**	**18,270**	**21,080**	**22,300**	**14,030**	**20,290**	**9,630**	**8,620**
Subtotal							**16,050**	**12,700**
TOTAL	**34,050**	**28,610**	**32,840**	**33,910**	**23,030**	**29,600**	**28,750**	

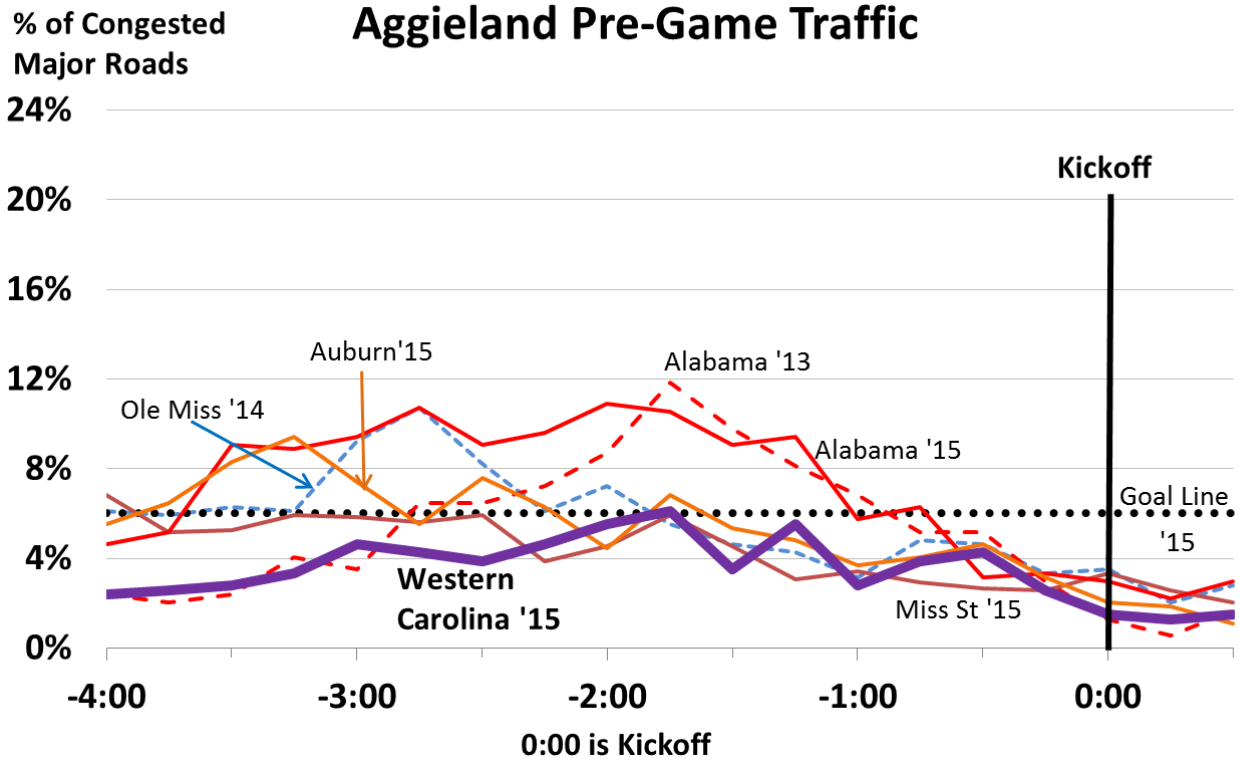
Traffic Congestion

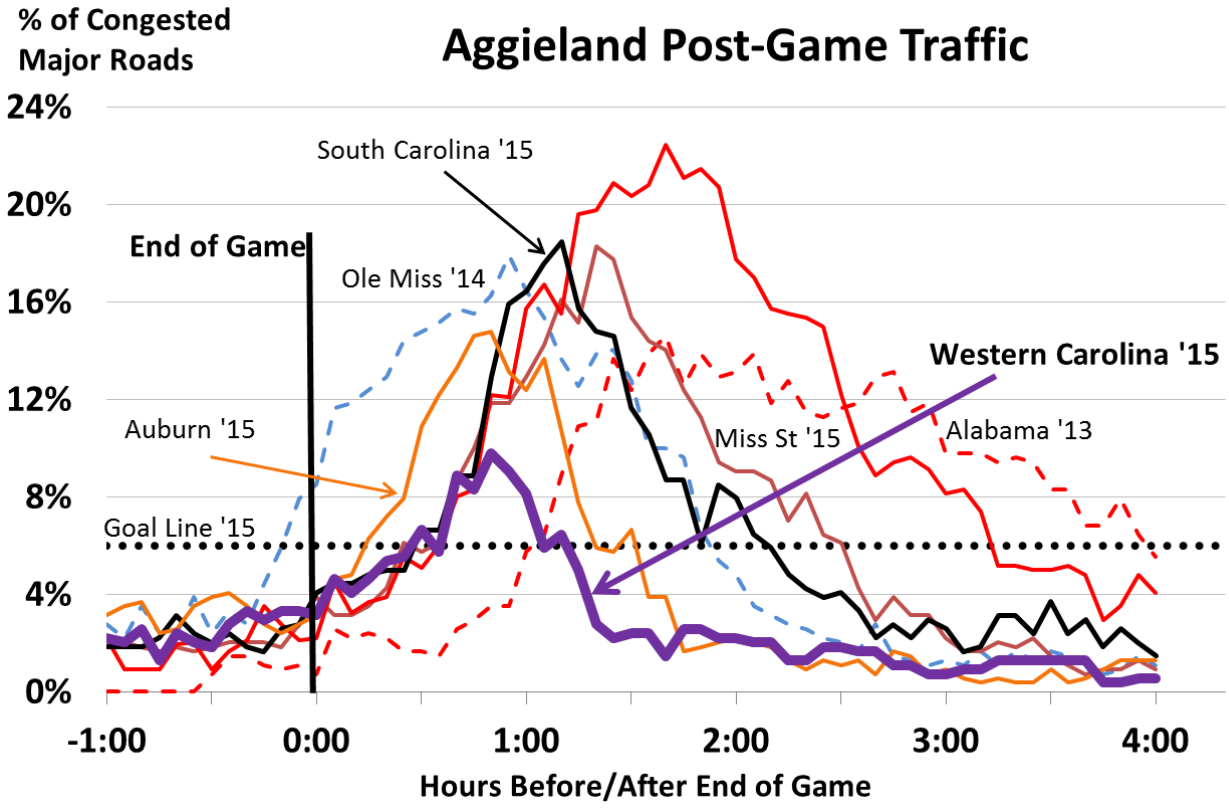
The percentage of the major road system serving Kyle Field exit traffic that is congested is measured before and after the game. The kickoff and game end times are noted in the graphs. The new Kyle Field transportation plan was implemented for the 2014 season; congestion data for the 2013 Alabama game and the 2014 Ole Miss game (nearest comparable crowd sizes for most 2015 home games) is also displayed. The goal is to return to six percent of congested roads (the average 2015 weekday evening peak period congestion level) within two hours after the game ends.

Pre- and post-game traffic was largely a non-event. Congestion peaked at the goal line around 4 p.m. and declined to the typical under 4 percent value after 5:30 p.m. Cold weather and some early departures from a certain Aggie victory had traffic building throughout the 3rd and 4th quarters but within the ability of the roads to accommodate. Congestion was light until after the game ended and congestion peaked at about 10 percent of major roads. The remaining crowd emptied from the parking lots and garages. Signal timing was altered several times to address the changing traffic demands and postgame traffic control was removed within an hour post-game.

One minor crash on Wellborn Road near Luther about 15 minutes before game end was quickly moved to the Wayne Smith Baseball Field parking lot by College Station Police and Fire Departments and the tow truck that CSPD hired to remain along Wellborn Road (for each game of the 2015 season).

The improved traffic signal system, better monitoring equipment and communication, and substantial resources and staff effort means that a game crowd of 100,000 can be substantially accommodated in a window of about two hours.





Consult the gameday.12thman.com website and the Destination Aggieland app for more details.
Transportation plans for the 2016 season will be discussed over the next few months.
Please provide any review comments or suggestions to Tim Lomax, t-lomax@tamu.edu

Auburn University Game Evaluation (Preliminary)
November 7, 2015

Cool rain and wind kept the Aggie football fans away from campus for the morning and early afternoon. Parking counts, traffic levels and in-game observations suggest that the stadium was full, but the extra tailgate attendees were kept away by the bad weather, meaning the transportation plan handled a load closer to the attendance, rather than many thousands of extra people.

Parking volume was about average for this year and, it should be pointed out, larger than any pre-2014 game except the 2013 Alabama game. Shuttle ridership was slightly below average, but again, larger than all but one pre-2014 game. Traffic flowed well pregame with a peak around 3 pm, and steady decline afterwards. Postgame traffic peaked at lower levels than other 2015 games, owing to some of the crowd departing early. The traffic congestion goal line was met before 90 minutes postgame. The shape of the congestion curve was similar to the South Carolina and Mississippi State games, except the congestion decline after the peak was nearer to the steeper slope that the transportation plan desires.

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

Game Description

- Game attendance: 104,625
- Weather: Cloudy, cool and windy
- Kickoff: 6:39 PM End of Game: 9:52 PM
- 3rd quarter score: #25 Texas A&M 10 - Auburn 20

Parking

On-campus parking entry was handled smoothly even though the demand surged after 1 p.m. when the rain abated. Parking totals were about average for this season, with higher levels seen in East Main and in the Veterinary/Agronomy area, where the parking amounts were close to the Alabama game. The Fan Field lot was only about half full with the lowest parking amounts for any afternoon/ evening kickoff this year.

The total of those parking for free with a valid Texas A&M parking permit was the highest for all 2015 games with more than 5,300 cars. The total for the season is over 27,000 vehicles; since these vehicles have about half a person less than those paying to park, more than 12,000 more people

could have been accommodated in the same parking volume, or more than 10,000 fewer vehicles would have been in the traffic stream if parking were more efficient. This will be more important in the future as buildings and labs are built on areas that contain parking lots in 2015.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480	4,290	4,650	4,720	4,000	**4,640**	
East Main	2,640	1,970	2,450	2,290	1,750	**2,550**	
Reed/Agriculture	8,400	8,330	8,430	8,450	8,460	**8,410**	
Research Park	3,710	2,080	3,930	4,830	1,680	**3,130**	
Vet/Agronomy	2,930	2,650	3,030	3,600	2,760	**3,560**	
Grand Total	22,160	19,320	22,490	23,890	18,650	**22,290**	

Shuttle Bus Ridership

Shuttle bus ridership pre/postgame was more even than any other game this year or last. Almost 30,000 riders were carried, remarkable in that the Get to the Grid park-and-ride service from American Momentum Bank Plaza did not quite fill for this game. Ridership on the Downtown Bryan route approached 1,000 and the routes serving the off-campus apartments had a more ridership than for any other 2015 game except the long service time during the Ball State game. The Stotzer and WHR routes also had relatively high-for-2015 ridership levels. Pre-game bus traffic encountered only the usual delays around the Kimbrough/Olsen intersection.

2015 Gameday Bus Route Ridership

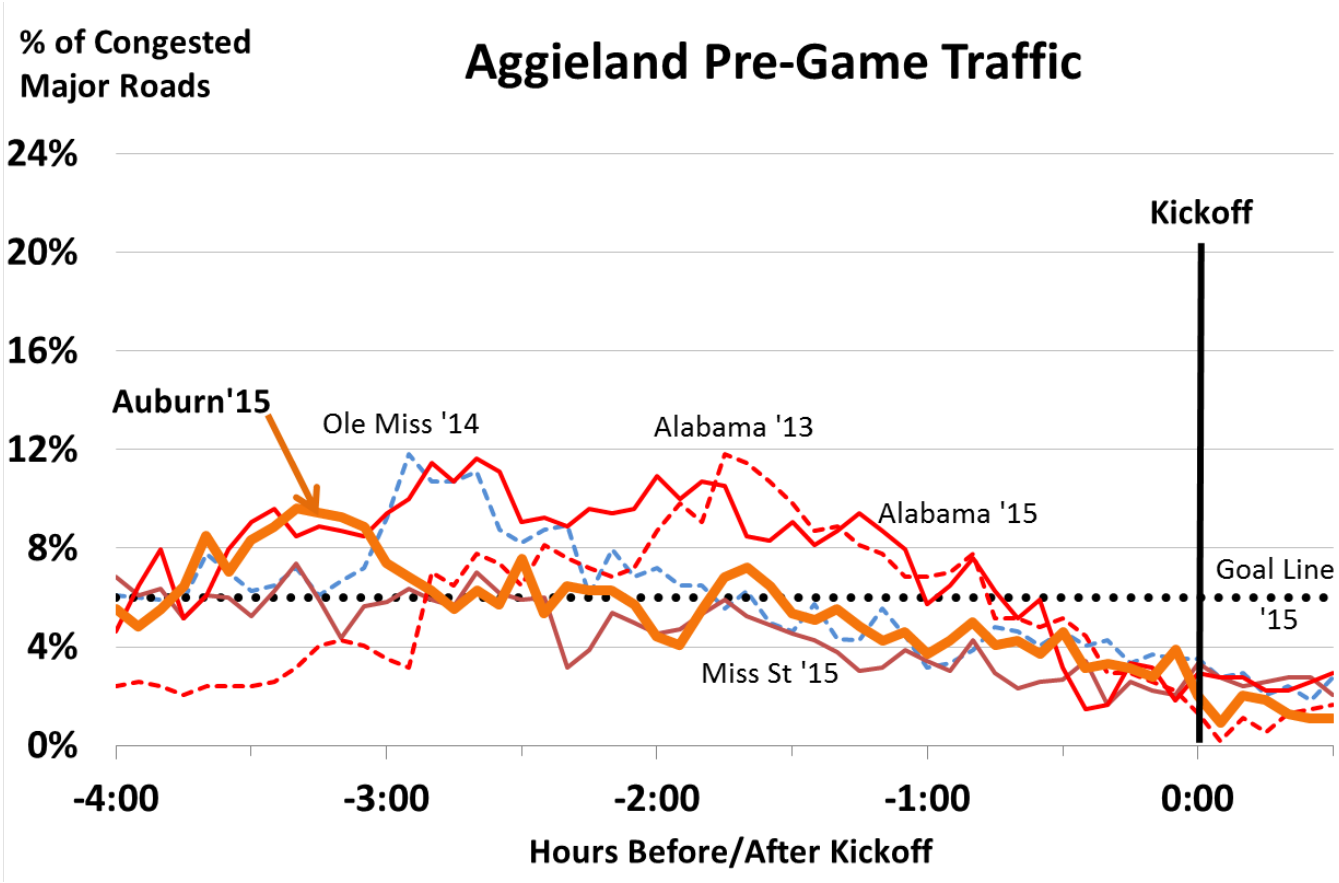
Route	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn		Nov. 14 Western Carolina
						Pre-Kick	Post-Kick	
Get to Grid	6,160	5,380	7,040	5,530	3,940	1,620	1,910	
D'twn Bryan	540	950	990	1,440	940	590	480	
Off-Campus	6,410	4,010	3,730	4,630	4,120	2,410	2,300	
Off Campus Total	**13,110**	**10,340**	**11,760**	**11,610**	**9,000**	**4,620**	**4,690**	
Agronomy	3,860	4,340	5,160	6,020	4,060	2,810	2,340	
Bonfire	3,410	2,940	2,580	2,610	2,180	1,500	1,220	
Bush Library	9,240	6,990	9,060	8,990	4,590	3,770	3,760	
Para	350	260	380	600	230	200	260	
Reed/Olsen	1,000	530	960	950	560	360	450	
Stotzer	1,510	2,080	1,580	1,630	1,280	1,090	1,250	
WHR	1,570	1,130	1,360	1,500	1,130	600	670	
On Campus Total	**20,940**	**18,270**	**21,080**	**22,300**	**14,030**	**10,330**	**9,960**	
Subtotal						**14,950**	**14,650**	
TOTAL	**34,050**	**28,610**	**32,840**	**33,910**	**23,030**	**29,600**		

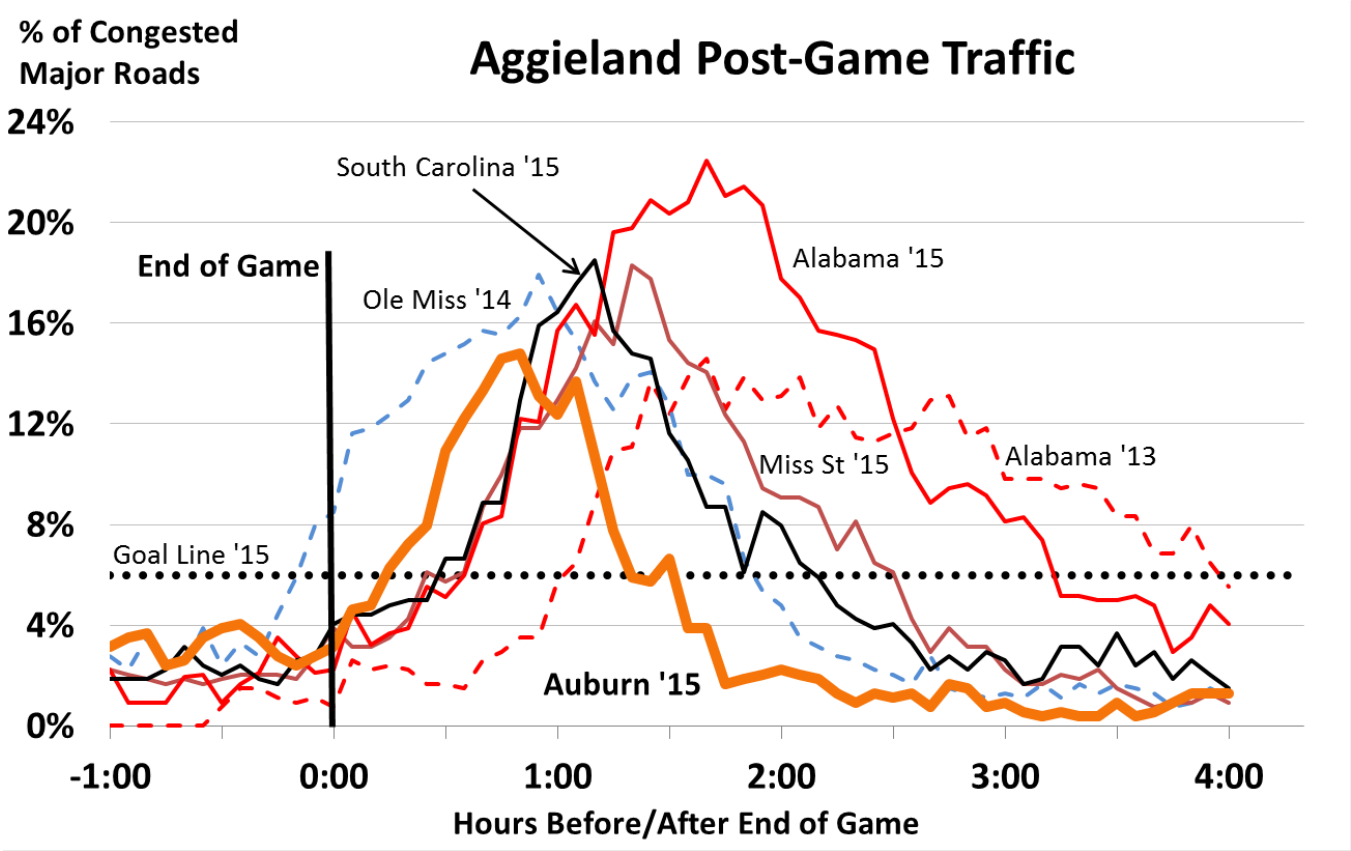
Traffic Congestion

The percentage of the major road system serving Kyle Field exit traffic that is congested is measured before and after the game. The kickoff and game end times are noted in the graphs. The new Kyle Field transportation plan was implemented for the 2014 season; congestion data for the 2013 Alabama game and the 2014 Ole Miss game (nearest comparable crowd sizes for most 2015 home games) is also displayed. The goal is to return to six percent of congested roads (the average 2015 weekday evening peak period congestion level) within two hours after the game ends.

Pre-game traffic was relatively moderate in the hours leading up to kickoff with a peak around 3 p.m. The pattern then followed a typical night kickoff pattern - congestion never exceeded 10 percent of the major roads and there was a slow decline to less than 4 percent congested roads by kickoff.

Post-game congestion followed the basic pattern of the South Carolina game, except with an earlier and lower peak. Some of the crowd appeared to leave early meaning road network congestion began around the game end time. Congestion built sharply to the 45 minute mark and then declined rapidly. The early departure has been seen before, but the exit game congestion also benefitted greatly from much lower volume of extra tailgaters. By 75 minutes after game end almost all congestion had been relieved. The traffic signal system was re-set to the regular evening peak plan and officers were called back from their gameday duties around 11 p.m. The Wellborn contraflow traffic control from Bush to FM 2818 was completely removed by midnight.





Consult the gameday.12thman.com website and the Destination Aggieland app for more details during the week before the game.

University of South Carolina Game Evaluation (Preliminary)
October 31, 2015

With apologies to the legacy of Grantland Rice…

> *Outlined against a blue-gray Halloween sky the Four Horsemen rode again. In dramatic lore they are known as famine, pestilence, destruction and death. These are only aliases. Their real names are: Parking, ShuttleBus, Traffic and Pedestrians. They are the solutions to storms that beset other large college football weekends. In and around Kyle Field, as 100,000 spectators and tailgaters moved around upon the bewildering panorama spread out across the campus, the combined transportation and law enforcement staff used the New Horsemen to improve the gameday experience.*

A crowd that would have been considered large before 2014 was accommodated in the pre- and post-game transportation plan. Pre-game traffic and parking activity was delayed due to the rain and lightning storm. Congestion exceeded the goal of 6 percent of the major roads for only a half-hour and generally followed the same pattern as the Nevada game, the other 11 a.m. game this season. Parking and shuttle bus ridership were both the lowest of the season, in part also due to the morning game and the rain decreasing tailgate crowds.

Post-game congestion followed the Mississippi State and Alabama game profiles; these games were also close with most fans staying until the end of the game. At the hour mark, however, the congestion increase halted at about 16 percent (also the top of the 2014 Ole Miss congestion curve). Congestion came down slightly faster than the rate seen in the last two years. By 90 minutes after game end Harvey Mitchell Parkway and Texas Avenue were the only substantial congestion problems. Holleman Drive was closed and opened twice at Wellborn Road to improve safety and reduce the congestion problem caused by queues from Holleman. The Bush/Wellborn intersection was opened before 4 p.m. and all traffic signals were set to the evening peak period pattern by 4:10 p.m.

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

Game Description

- Game attendance: 102,154
- Weather: Mostly cloudy, 68 degrees, winds NE 6 mph
- Kickoff: 11:02 PM End of Game: 2:17 PM
- 3rd quarter score: 35 Texas A&M - South Carolina 28

Parking

The early morning kickoff and cool rainy conditions kept the extra tailgate crowd to a relatively low level. The parking demand built slowly until about 10:30 a.m., and then declined as the crowd entered the game. The parking totals were less in most areas than any other game, except on the near west campus area. The larger parking lots never filled and Fan Field was less than one-third full.

Total parking demand was about the same as the 2014 Louisiana-Monroe 11 a.m. game. The relatively low parking numbers were easily handled and fans were able to choose their parking lots. The Finfeather parking lot was used by Kyle Field workers but not by fans.

Future years will see buildings (and some parking lots) placed on the unpaved areas that are used for parking in 2015. The parking demand for all of the remaining 2015 games can be accommodated, but it is clear that there will be more pressure in coming years to use parking resources more efficiently. Parking data indicate that cars using a valid Texas A&M permit have almost half a person per car less than those paying cash. For the season 22,400 vehicles have used a Texas A&M permit for parking. These could have accommodated some combination of 10,000 additional people and close to $500,000 in additional revenue for parking facilities and gameday operations.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480	4,290	4,650	4,720	**4,000**		
East Main	2,640	1,970	2,450	2,290	**1,750**		
Reed/Agriculture	8,400	8,330	8,430	8,450	**8,460**		
Research Park	3,710	2,080	3,930	4,830	**1,680**		
Vet/Agronomy	2,930	2,650	3,030	3,600	**2,760**		
Grand Total	22,160	19,320	22,490	23,890	**18,650**		

Shuttle Bus Ridership

Shuttle service also mirrored the 2014 Louisiana-Monroe 11 a.m. game, with approximately 23,000 rides. The American Momentum Bank Plaza park-and-ride lot serving the Get to the Grid bus route did not fill; the Downtown Bryan bus route carried a relatively high 940 riders.

The off-campus apartment routes had a relatively high ridership compared to the other 2015 games. The Agronomy route was greater than only one other 2015 game. The Bush Library and Stotzer routes serving parking lots more remote from Kyle Field, had ridership totals much lower than other games owing to lower number of vehicles parked in those areas. System ridership patterns had a more even pre-game/post-game ratio than other 2015 games; 54% of riders using the service before kickoff. Lower tailgate crowds and the short pre-game period held down the 'take the bus to the pre-game tailgate' ridership.

2015 Gameday Bus Route Ridership

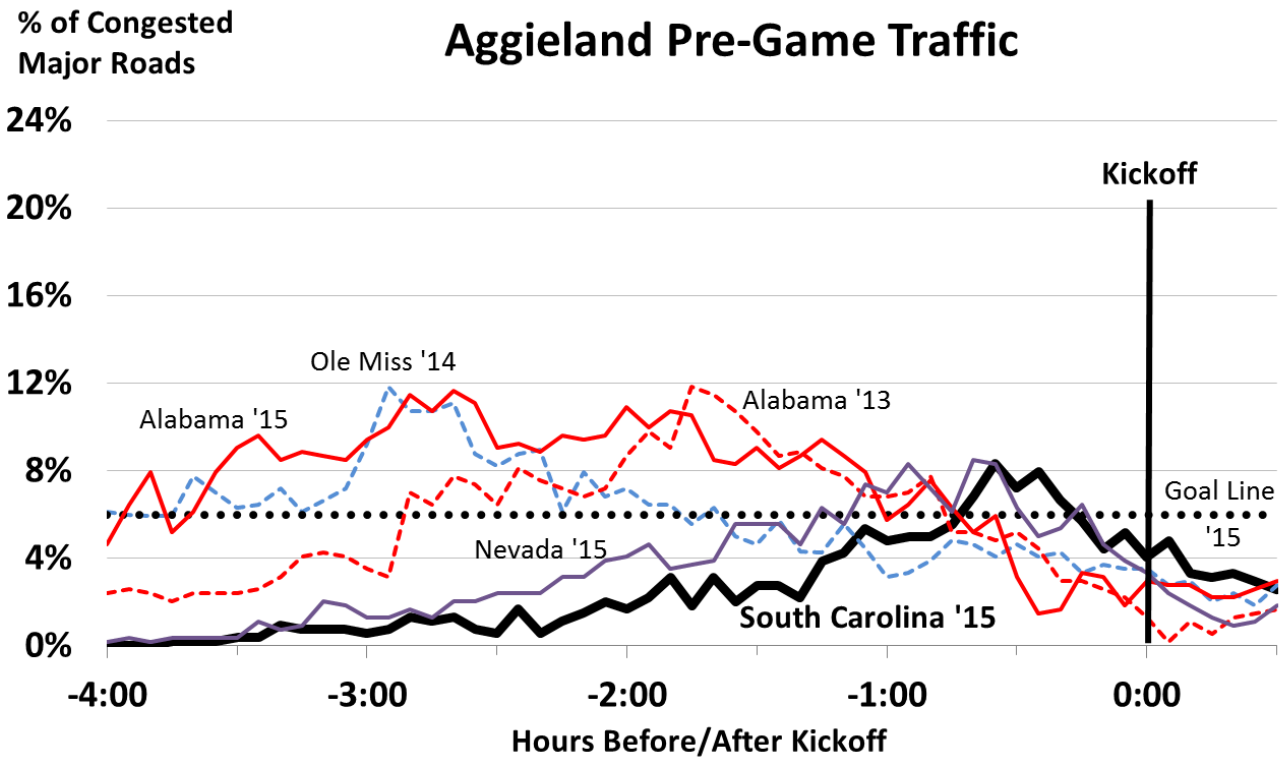
Route	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina		Nov. 7 Auburn	Nov. 14 Western Carolina
					Pre-Kick	Post-Kick		
Get to Grid	6,160	5,380	7,040	5,530	2,560	1,380		
D'twn Bryan	540	950	990	1,440	520	420		
Off-Campus	6,410	4,010	3,730	4,630	2,040	2,080		
Off Campus Total	**13,110**	**10,340**	**11,760**	**11,610**	**5,120**	**3,880**		
Agronomy	3,860	4,340	5,160	6,020	2,080	1,980		
Bonfire	3,410	2,940	2,580	2,610	1,180	1,000		
Bush Library	9,240	6,990	9,060	8,990	2,500	2,090		
Para	350	260	380	600	100	130		
Reed/Olsen	1,000	530	960	950	270	290		
Stotzer	1,510	2,080	1,580	1,630	610	670		
WHR	1,570	1,130	1,360	1,500	670	460		
On Campus Total	**20,940**	**18,270**	**21,080**	**22,300**	**7,410**	**6,620**		
Subtotal					12,530	10,500		
TOTAL	**34,050**	**28,610**	**32,840**	**33,910**	**23,030**			

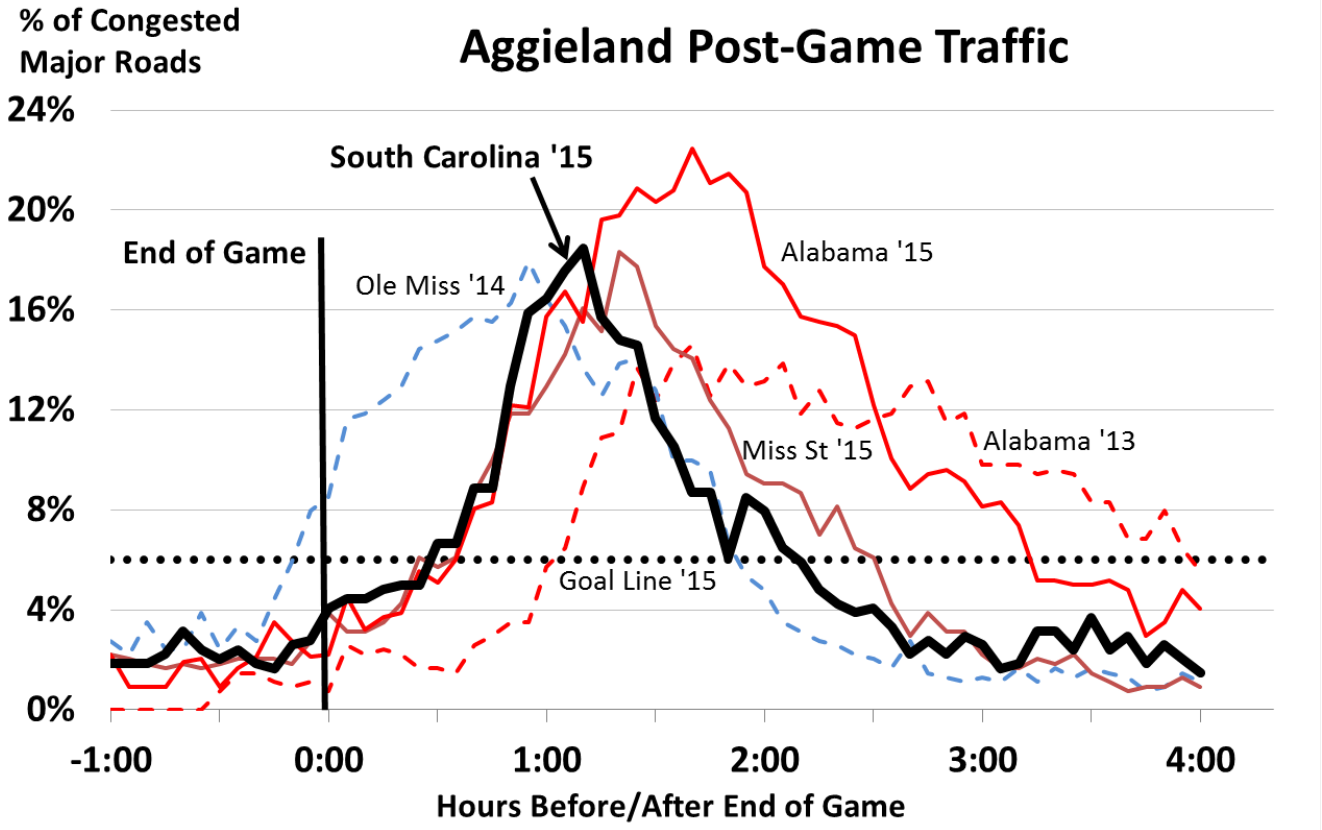
Traffic Congestion

The percentage of the major road system serving Kyle Field exit traffic that is congested is measured before and after the game. The new Kyle Field transportation plan was implemented for the 2014 season; congestion data for the 2013 Alabama game and the 2014 Ole Miss game (nearest comparable crowd sizes for most 2015 home games) is also displayed. The goal is to return to six percent of congested roads (a typical 2015 weekday evening congestion level outside of the much more congested peak hour) within two hours after the game ends.

Pre-game congestion was not really a problem, with the 10 to 11 a.m. hour being the only time with congestion above the goal line. The usual stop-and-go traffic on George Bush Drive, Texas Avenue and Wellborn Road slowed entering traffic. Harvey Mitchell Parkway (FM 2818) had relatively little congestion during the pre-game period.

Post-game congestion followed the Mississippi State game profile but vehicles were moved into the city street system faster, and the congestion peak occurred about 10 minutes sooner than the MSU game. Congestion declined at about the rate of other 2015 games and returned to the goal line at the 2 hour postgame mark. Tailgaters leaving campus contributed to a slight uptick in congestion late in the peak period, but this did not last long. As noted in the transportation plan, the 18 percent peak in the postgame traffic congestion graph is a reflection of the success in eliminating the near-campus bottlenecks that existed with the old traffic plan. The Wellborn Road contraflow, the signal timing and traffic and bus route changes help keep traffic moving; more traffic is reaching the Bryan-College Station street network in less time.





Consult the gameday.12thman.com website and the Destination Aggieland app for more details during the week before the game.

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

University of Alabama Game Evaluation (Preliminary)
October 17, 2015

Perhaps the largest crowd to be in the area of a Texas college football game stressed the pre- and post-game transportation plan with nearly 106,000 fans plus at least 20,000 tailgaters outside during the game. Near record-high parking and shuttle ridership numbers were set and traffic congestion was a problem, but well managed for the historic crowd size.

Traffic congestion began to build on roads surrounding campus after 10:30 a.m., and was higher than target levels until about one hour before kickoff. The usual roadways saw congestion – Bush, Texas, University and Wellborn – but Harvey Mitchell Parkway (FM 2818) was mostly free-flowing as it has been for all games this year. Traffic congestion was present on-campus until about 2 p.m. as drivers made their way to parking areas. The queues from the entry driveways extended onto Research Parkway and Enterprise Drive, affecting bus traffic for a while. Transit staff reacted well, turning some buses before the end of their routes to serve waiting riders at intermediate stops.

The full stadium did not begin to empty until after the game and traffic returned to 'normal evening rush hour congestion' around 9 p.m. A few significant interruptions in post-game traffic were experienced with drivers suspected of driving under the influence causing officers and other staff to re-direct traffic away from planned routes for short periods. FM 2818 and Stotzer Parkway were congested after 9 p.m.; it appeared that fans coming to Northgate and area restaurants were in the post-game exit flows, causing higher than usual traffic demands. Although the 'clear traffic by two hours' goal was not met, the campus and community traffic and law enforcement staff dealt with a huge traffic demand, a crowd that remained until game end, wrong-way drivers and a crash.

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

Game Description

Understanding the transportation results requires a description of the gameday demands. The factors below describe the size of the crowd as well as the arrival and departure patterns.

- Rankings: #9 Alabama vs #8 Texas A&M
- Game attendance: 105,733
- Weather: 82 degrees and sunny
- Kickoff: 2:41 PM End of Game: 6:10 PM
- 3rd quarter score: 20 Texas A&M - Alabama 31

Parking

The almost perfect weather and top-10 matchup drew ticket holders and at least 20,000 extra tailgaters to campus. The parking demand built slowly until about 11 a.m., when it increased substantially. The larger west campus and Agronomy Road lots were full by 1:00 p.m. to 1:30 p.m., the rarely used Technology Loop was filled by 2 p.m. and many cars were parked on the grass adjacent to RV Field and at the Finfeather lot. A few Bush Library buses were re-routed away from the stopped traffic on Research Parkway to serve guests at intermediate stops.

Total parking demand was the second largest ever, exceeded only by the Ole Miss game in 2014 (24,140 vehicles), and about 200 more than the 2013 Alabama game. Parking counts were greater than any other 2015 game in every campus area, except the East Main campus area. Substantially greater parking was accommodated in Research Park and in the Veterinary/Agronomy lots. Cars were parked on RV Field parking area and the adjacent grass area – a relatively rare event. The two inflatable 'wavy man' attention-getting devices were relocated during the pre-game period to send those looking for parking to open areas and to balance traffic loads.

Future years will see buildings (and some parking lots) placed on the unpaved areas that are used for parking in 2015. The parking demand for all of the remaining 2015 games can be accommodated, but it is clear that there will be more pressure in coming years to use parking resources more efficiently. While there were empty spaces on-campus, most of them are in areas that are dedicated for non-gameday parking (offices, dorm students, labs). The parking spaces must support those who use the academic and research facilities on gamedays as well as football parking needs. Parking data indicate that cars using a valid Texas A&M permit have almost half a person per car less than those paying cash. For the season close to 19,000 vehicles have used a Texas A&M permit for parking. These could have accommodated some combination of 10,000 additional people and $400,000 in additional revenue for parking facilities and operations.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480	4,290	4,650	**4,720**			
East Main	2,640	1,970	2,450	**2,290**			
Reed/Agriculture	8,400	8,330	8,430	**8,450**			
Research Park	3,710	2,080	3,930	**4,830**			
Vet/Agronomy	2,930	2,650	3,030	**3,600**			
Grand Total	22,160	19,320	22,490	**23,890**			

Shuttle Bus Ridership

Shuttle service provided almost as many rides as the all-time high (achieved in 12 hours of service provided for the Ball State game). The Agronomy route (serving the full parking lots to the north of campus), Para route and the downtown Bryan route saw higher ridership than for any other 2015 game. A combination of tailgaters and fans attending the game also contributed to the high ridership. Off-campus ridership was close to Mississippi State levels and on-campus routes carried in excess of 1,000 more riders than any other 2015 game.

The routes serving the off-campus apartments had a more balanced pre/post ratio than other games, suggesting that students may have taken advantage of the reliable bus service after the game. Transit staff has worked to find relatively uncongested routes for the buses to use including a bus-only lane for the 35 Hullabaloo route to the apartments south of Luther Street. System ridership patterns had about the same pre-game/post-game ratio than for the Mississippi State game with 59% of riders using the service before kickoff. The Get to the Grid park-and-ride service from American Momentum Bank Plaza was full by 1:30 p.m. and carried over 5,500 riders; the Downtown Bryan shuttle service carried over 1,400 riders.

2015 Gameday Bus Route Ridership

Route	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama		Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
				Pre-Kick	Post-Kick			
Get to Grid	6,160	5,380	7,040	3,540	2,000			
D'twn Bryan	540	950	990	790	650			
Off-Campus	6,410	4,010	3,730	3,110	1,520			
Off Campus Total	**13,110**	**10,340**	**11,760**	**7,440**	**4,170**			
Agronomy	3,860	4,340	5,160	3,700	2,320			
Bonfire	3,410	2,940	2,580	1,560	1,050			
Bush Library	9,240	6,990	9,060	5,470	3,520			
Para	350	260	380	320	280			
Reed/Olsen	1,000	530	960	440	510			
Stotzer	1,510	2,080	1,580	810	820			
WHR	1,570	1,130	1,360	990	510			
On Campus Total	**20,940**	**18,270**	**21,080**	**13,290**	**9,010**			
Subtotal				20,730	13,180			
TOTAL	**34,050**	**28,610**	**32,840**	**33,910**				

Traffic Congestion

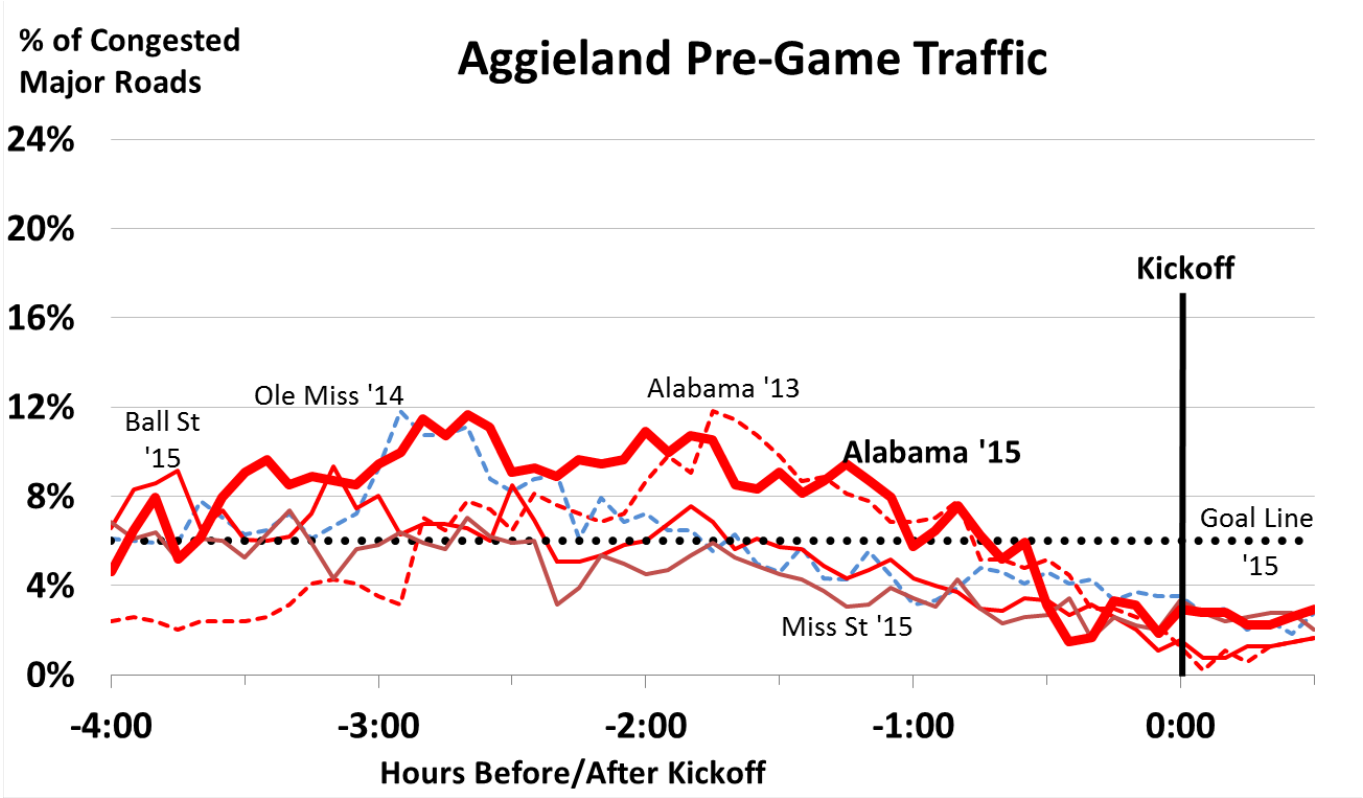
The percentage of the major road system serving Kyle Field exit traffic that is congested is measured before and after the game. The kickoff and game end times are noted in the graphs. The new Kyle Field transportation plan was implemented for the 2014 season; congestion data for the 2013 Alabama game and the 2014 Ole Miss game (nearest comparable crowd sizes for most 2015 home games) is also displayed. The goal is to return to six percent of congested roads (the average 2015 weekday evening peak period congestion level) within two hours after the game ends.

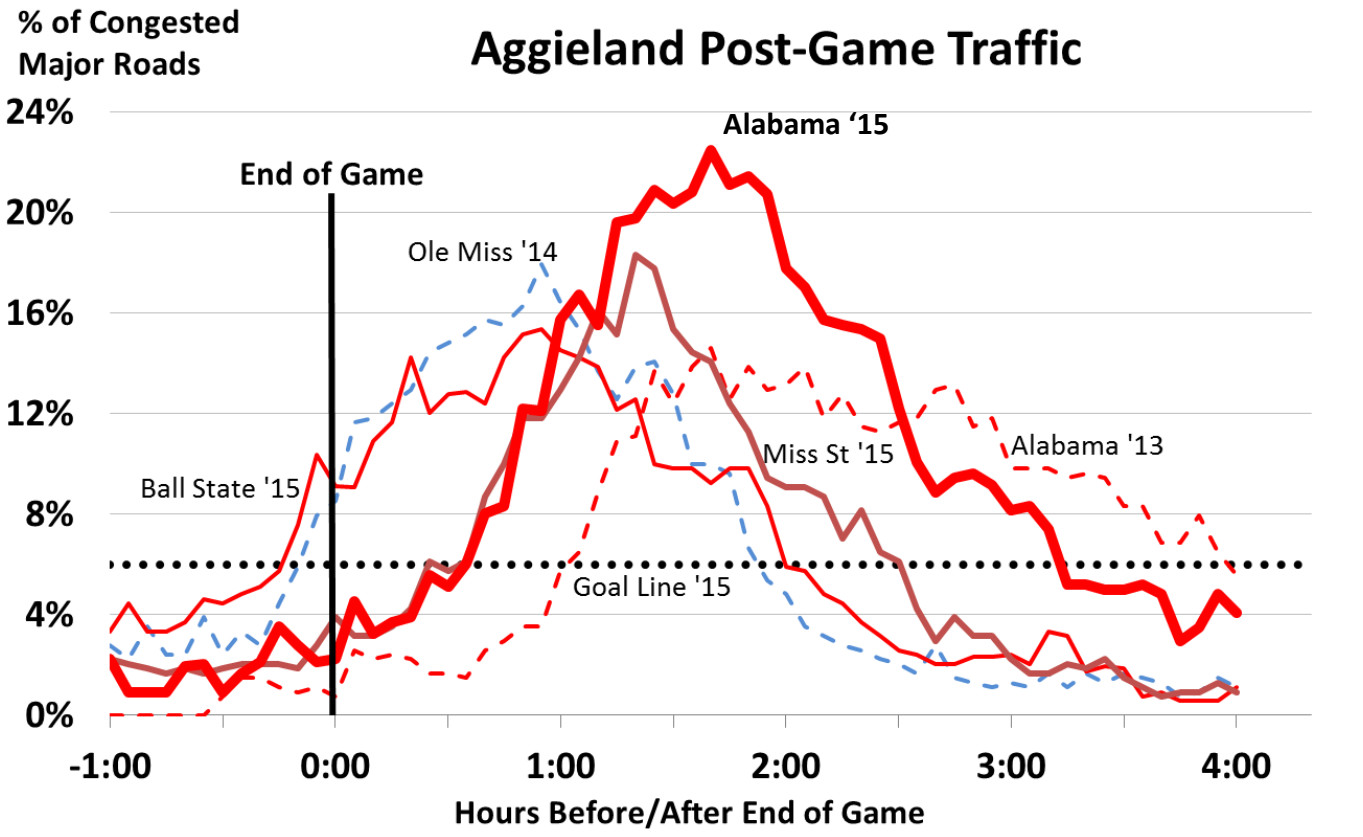
The majority of pre-game congestion was between 11 a.m. and 2 p.m. Pre-game traffic was a problem off-campus between 11 a.m. and 1:30 p.m., with significant on-campus congestion until about 2 p.m. There was a substantial amount of stop-and-go traffic on George Bush Drive from Texas to Olsen Blvd. as well as on Wellborn Road and University Drive in Northgate. As we have seen in the past, Harvey Mitchell Parkway (FM 2818) had relatively little congestion during the pre-game period. For either 'tradition' reasons or lack of awareness, many drivers use the Texas Ave-to-Bush and Highway 6-to-University Drive routes to campus, despite easier travel conditions and fewer pedestrian conflicts on the west side.

Post-game congestion initially followed the Mississippi State game profile but continued to build to the highest percentage of congested road recorded in the last three seasons. As noted in the transportation plan, this means the near campus bottlenecks that existed with the old traffic plan have been solved and more traffic is reaching the Bryan-College Station street network in less time. There were at least three DWI arrests on post-game traffic exit routes, and one very serious crash at the Holleman/FM 2818 intersection with about 11 minutes to go in the game. College Station Fire, Police and Public Works responded rapidly, removed an injured passenger from a damaged vehicle and cleared the scene before the end of the game. **A huge thank you to the first responders!** (The crash noted in the 6:40 p.m. traffic map is an example of the time delay seen in the maps – the crash scene was cleared by 6:10 p.m.).

The ability to see and rapidly address traffic problems allowed much more rapid response to the high demand, with signal timing and traffic and bus route changes made to keep traffic moving. Holleman Drive was closed to westbound traffic at Wellborn from about 7 p.m. until 9 p.m. to eliminate the problem of stopped vehicles in the 4-lane Wellborn Road contraflow section. The huge game crowd, traffic headed into College Station and Bryan for dinner and entertainment, and the tailgate crowd that departed campus later in the evening meant that traffic congestion did not diminish at the rapid rate seen during late-night post-game periods. Still, most of the exit route traffic congestion was relieved by 8:30 p.m. and the congestion that remained was in the in-toward-Kyle direction, or in the Northgate entertainment area.

The traffic map times noted below are when the map was shown. The traffic monitoring camera investments by the City of College Station and the operating experiences for the 2015 season are providing evidence that the traffic map speeds indicate conditions that are approximately 20 to 30 minutes "old." At this point, the graphs have not been adjusted, but this practice will be re-examined during the off-season. The maps do provide a good indication of what might be a maximum load situation that will assist transportation engineers, Bryan-College Station residents and Aggie football fans in travel planning for the next several years for gamedays and regular commuting periods.

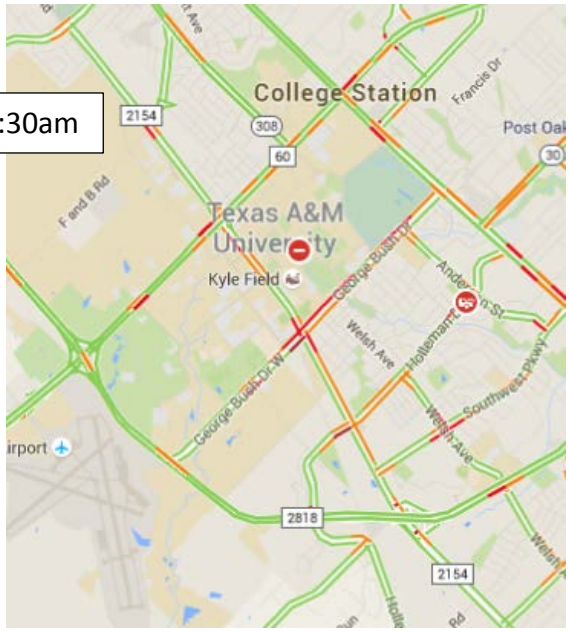




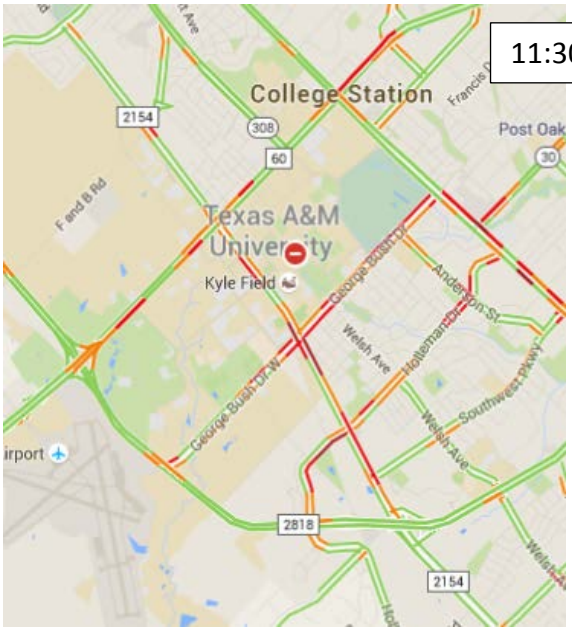
Consult the gameday.12thman.com website and the Destination Aggieland app for more details during the week before the game.

Alabama Pre-Game Traffic Maps

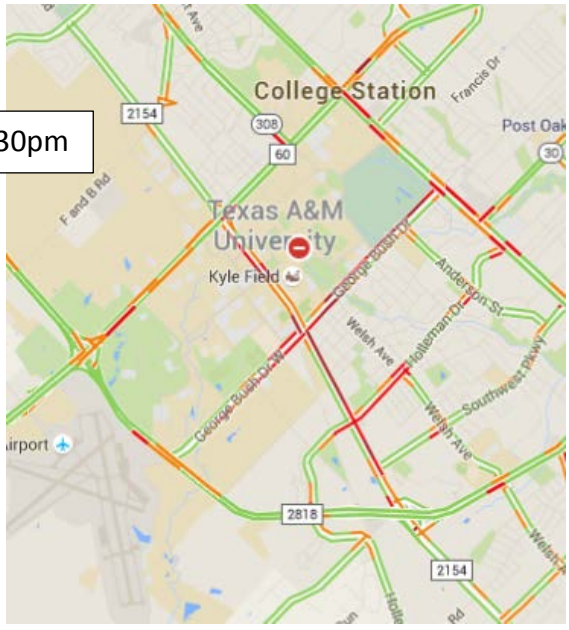
10:30am



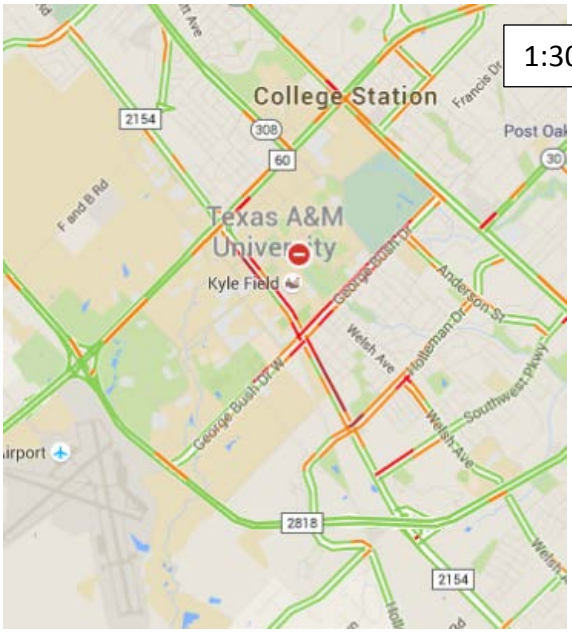
11:30am



12:30pm



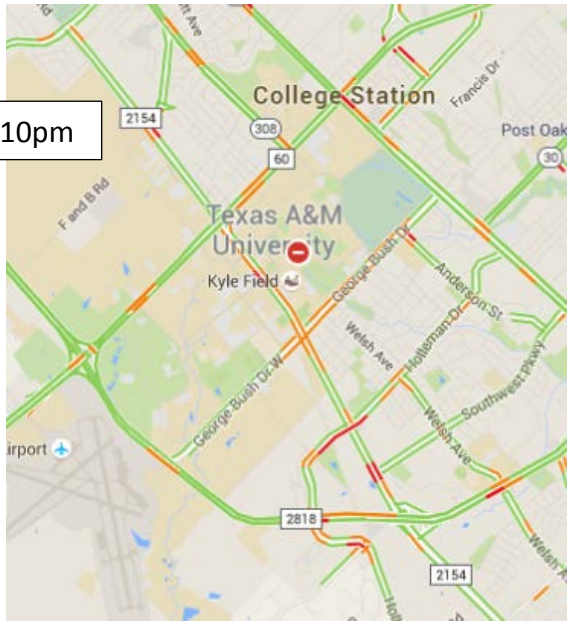
1:30pm



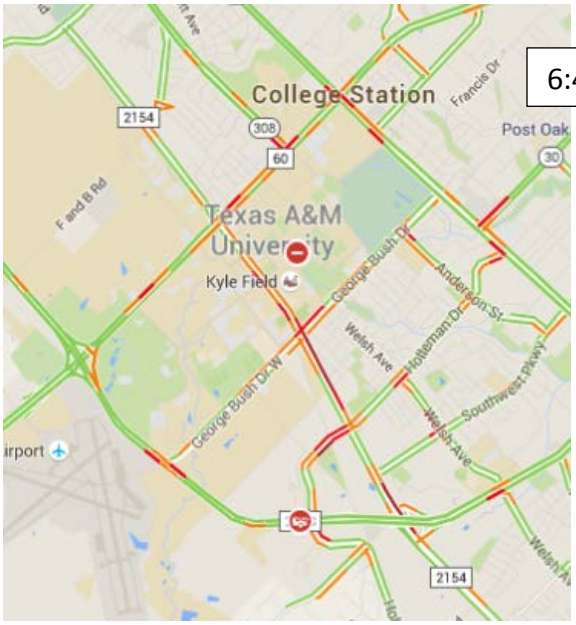
Note: Traffic map speeds indicate conditions that existed approximately 20 to 30 minutes prior to the time noted.

Alabama Post-Game Traffic Maps

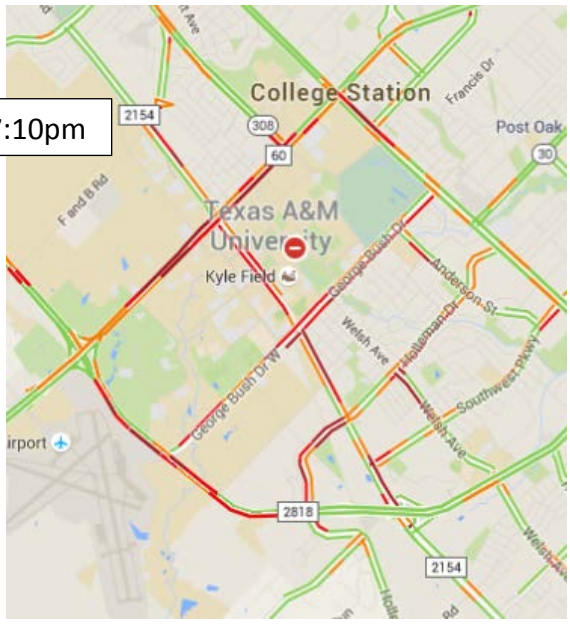
6:10pm



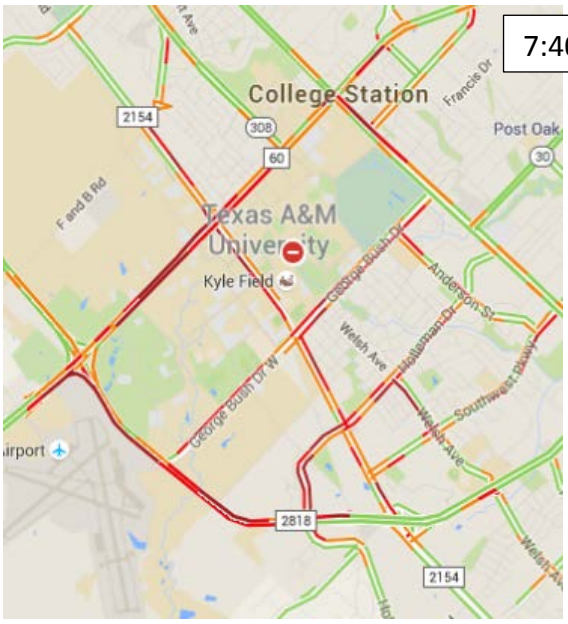
6:40pm



7:10pm



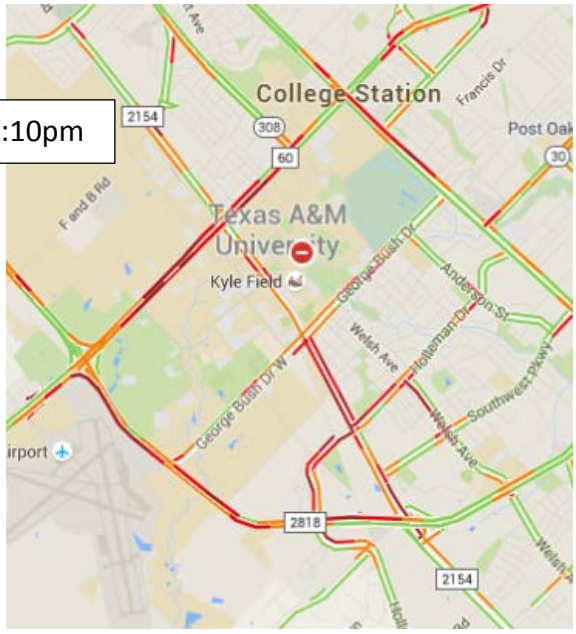
7:40pm



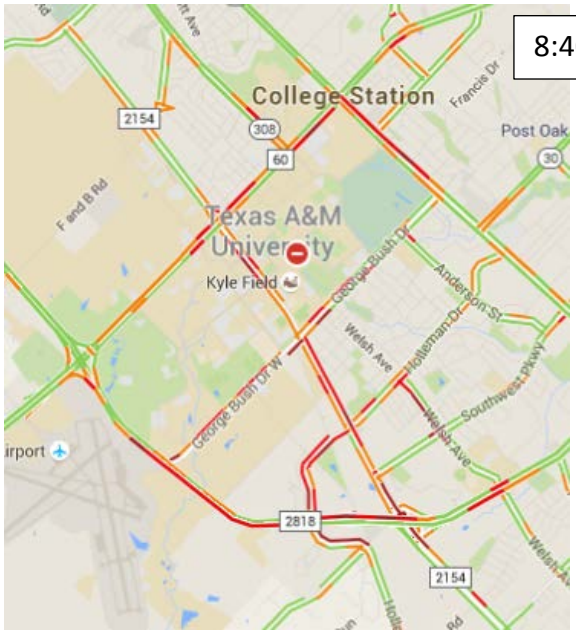
Note: Traffic map speeds indicate conditions that existed approximately 20 to 30 minutes prior to the time noted.

Alabama Post-Game Traffic Maps

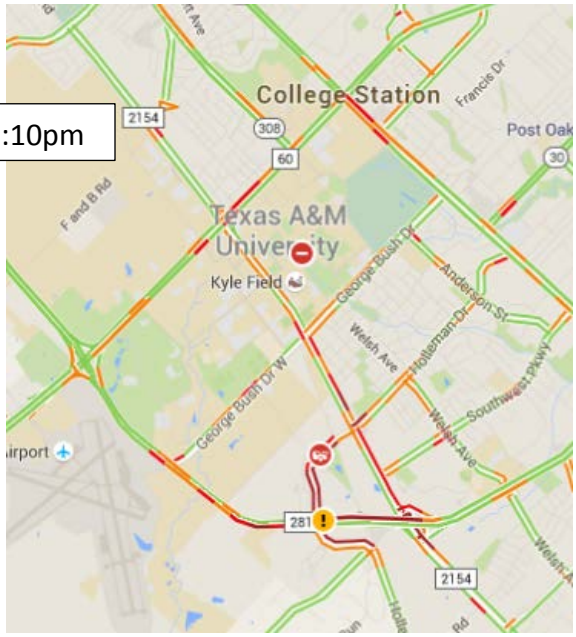
8:10pm



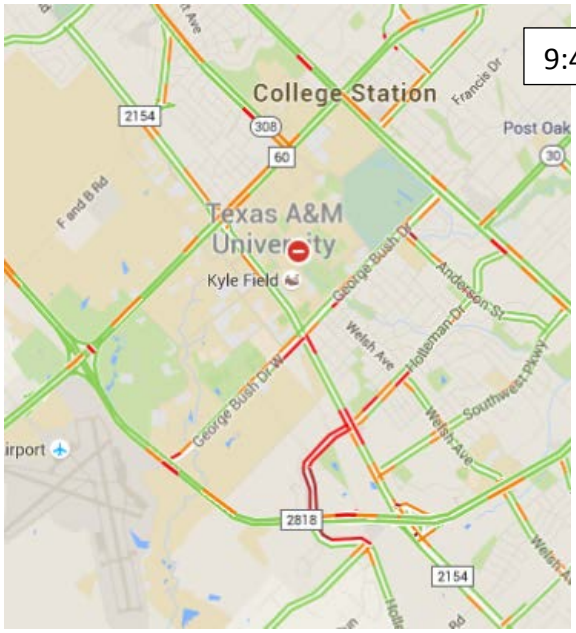
8:40pm



9:10pm



9:40pm



Note: Traffic map speeds indicate conditions that existed approximately 20 to 30 minutes prior to the time noted.

Mississippi State University Game Evaluation (Preliminary)
October 3, 2015

The match-up between two top 25 teams, combined with perfect football weather to cause the largest 2015 crowd. The excellent game atmosphere also contributed to an almost full Kyle Field stands until the end of the game. This, along with the late kickoff and relatively little post-game tailgating caused a large load on the transportation system. This was the first time in the two years of the expanded Kyle Field that this confluence of events occurred and represented the most serious test of the transportation plan.

Parking demand was the third largest ever, behind only Ole Miss 2014 and Alabama 2013. The large parking lots completely filled and cars were parked on RV Field and the Finfeather lot (both served by shuttle buses) on the edge of the campus parking areas. The American Momentum Bank Plaza park-and-ride lot serving the Get to the Grid bus route filled by 5 p.m. and shuttle routes carried the second largest ridership ever recorded.

From a congestion relief perspective, the plan worked very well. The lessons from 2014 and the first two games of this year, the new traffic control technology, the experienced personnel and the nimble operation resulted in exit route traffic congestion being relieved by midnight, two hours after game end. Postgame traffic on campus was substantially cleared by 11:15, with the exit route from the west campus parking areas being the last trouble spot. Traffic congestion on FM 2818 at Holleman and Bush was the final exit route to be cleared and the cones and barricades began to be removed at midnight. Most of the congestion that remained was in the in-toward-Kyle direction, or in the Northgate entertainment area.

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

Game Description

Understanding the transportation results requires a description of the gameday demands. The factors below describe the size of the crowd as well as the arrival and departure patterns.

- Rankings: #21 Mississippi State vs #14 Texas A&M
- Game attendance: 104,455
- Weather: Perfect for football
- Kickoff: 6:39 PM End of Game: 10:01 PM
- 3rd quarter score: 27 Texas A&M - Mississippi State 10

Parking

The great weather and big game atmosphere drew fans to campus very early. Almost 22,500 cars were parked on campus, the third highest total ever, exceeded only by Ole Miss in 2014 and Alabama in 2013. Traffic near the parking areas was heavy beginning around 1 p.m. and the large west campus and Agronomy Road parking lots were filled by 5:30 p.m. Parking counts were greater in every campus area, except the East Main campus area where not as many faculty and staff used their permit for entry. Cars were parked on the RV Field parking area on Research Park when Fan Field was filled. Parking staff debuted two inflatable 'wavy man' attention-getting devices to route parkers to underused entry locations; these were effective in balancing traffic loads.

Future years will see buildings (with some parking lots) placed on areas that are used for parking in 2015. The parking demand for all of the 2015 games can be accommodated, but it is clear that there will be more pressure in coming years to use parking resources more efficiently. The parking spaces must support those who use the academic and research facilities on gamedays as well as football parking needs. Parking staff collected data on the number of people per vehicle for this game and will also collect information for the Alabama game to add to information on parked cars and shuttle bus riders. It is clear that some fans want to ride buses, but many fans also want the flexibility to park near Kyle Field.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480	4,290	**4,650**				
East Main	2,640	1,970	**2,450**				
Reed/Agriculture	8,400	8,330	**8,430**				
Research Park	3,710	2,080	**3,930**				
Vet/Agronomy	2,930	2,650	**3,030**				
Grand Total	22,160	19,320	**22,490**				

Shuttle Bus Ridership

The shuttle service carried the second most fans ever, with almost 33,000 riders. This is especially noteworthy in that most bus routes began running 4 hours later sooner than for the Ball State game. American Momentum Bank and Downtown Bryan had the highest ridership of the 2015 season, but the routes to off-campus apartments had fewer riders. Ridership had about the same pre/post-game pattern as many 2014 games with 61% of riders using the service before kickoff. The Downtown Bryan, Agronomy, Stotzer and Para routes had season-high ridership levels and the Bush Library route was close to the Ball State game despite fewer service hours. The Agronomy route included service for the Kyle Field workers who were moved from Fan Field to the Finfeather parking lot for this game. The Get to the Grid park-and-ride service carried 900 more riders than for Ball State, a remarkable total given that the American Momentum Bank parking lot was filled for both games. The Downtown Bryan shuttle service carried 950 riders, a significant increase over the 540 riders for Ball State.

2015 Gameday Bus Route Ridership

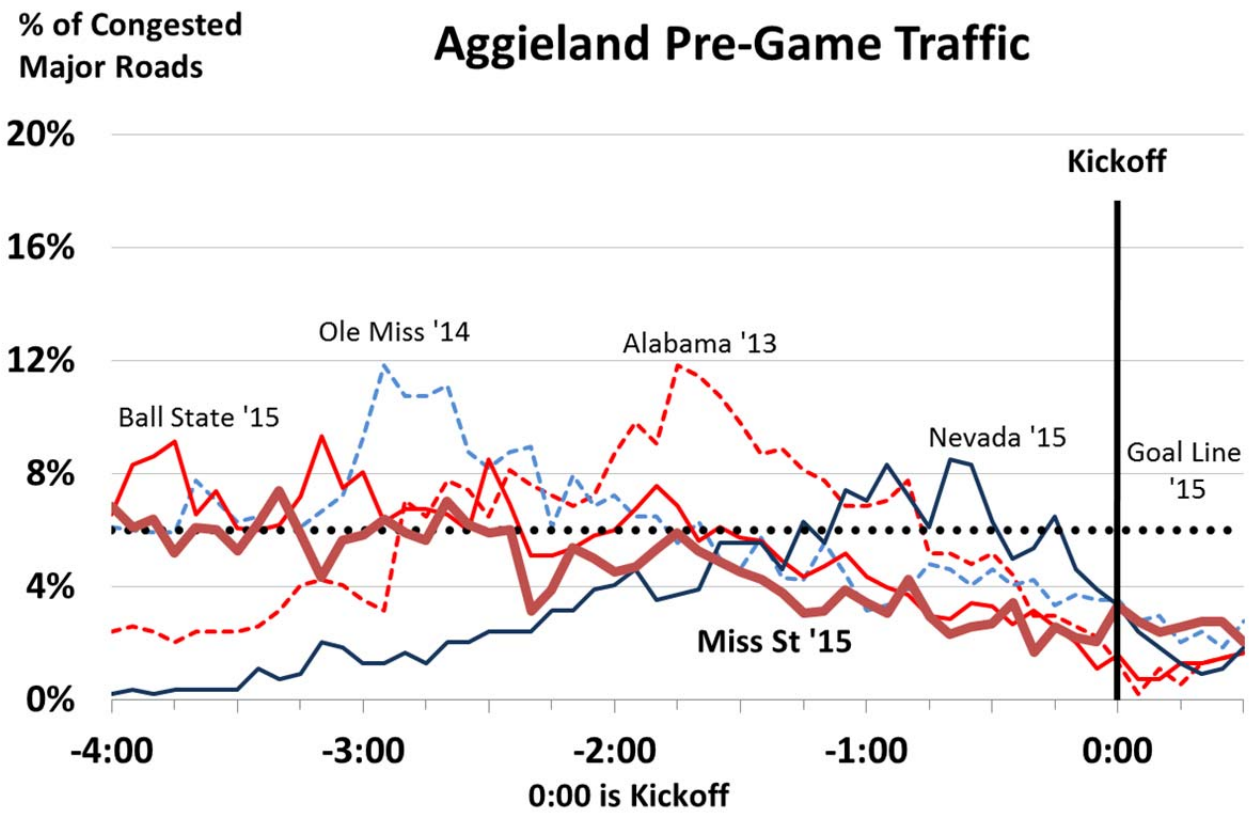
Route	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State		Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Colorado
			Pre-Kick	Post-Kick				
Get to Grid	6,160	5,380	4,710	2,330				
D'twn Bryan	540	950	540	450				
Off-Campus	6,410	4,010	2,400	1,330				
Off Campus Total	**13,110**	**10,340**	**7,650**	**4,110**				
Agronomy	3,860	4,340	3,090	2,070				
Bonfire	3,410	2,940	1,530	1,050				
Bush Library	9,240	6,990	5,440	3,620				
Para	350	260	150	230				
Reed/Olsen	1,000	530	530	430				
Stotzer	1,510	2,080	820	760				
WHR	1,570	1,130	710	650				
On Campus Total	**20,940**	**18,270**	**12,270**	**8,810**				
Subtotal			19,920	12,920				
TOTAL	**34,050**	**28,610**	**32,840**					

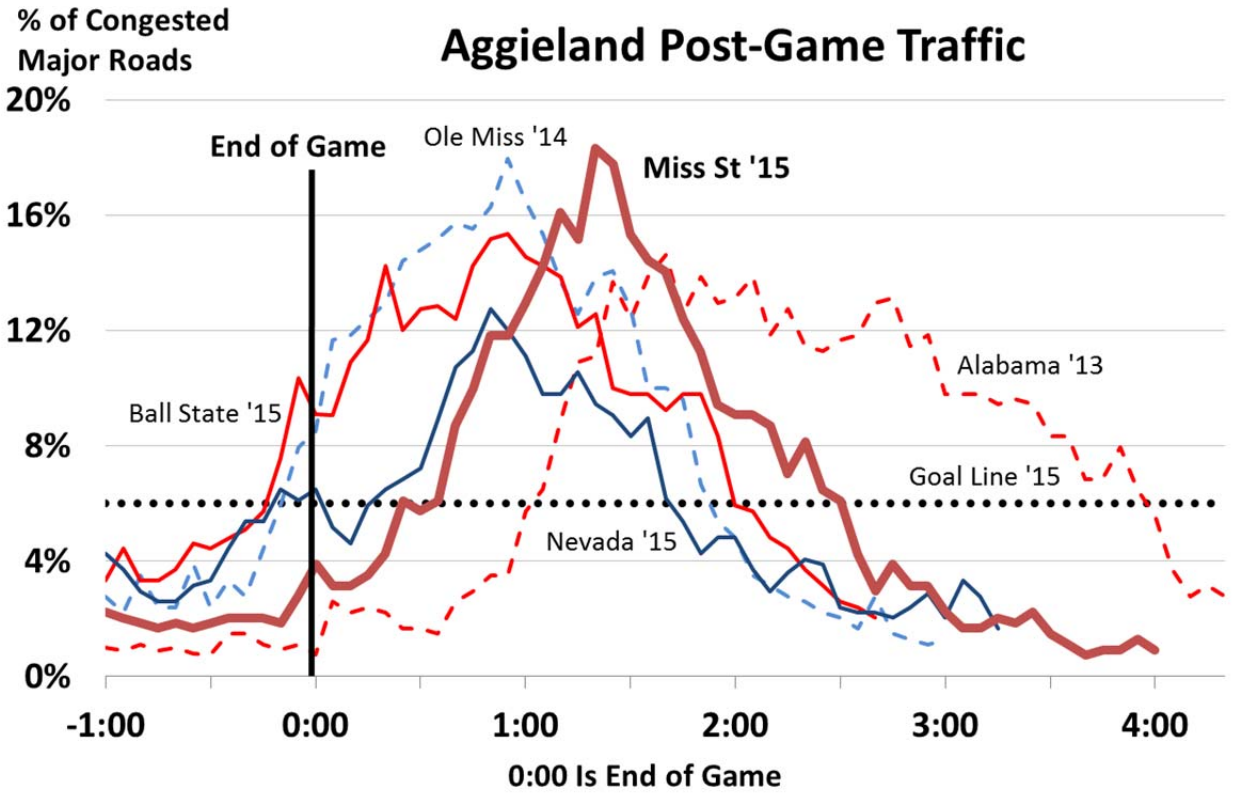
Traffic Congestion

The key congestion metrics are the time and percentage of the major Kyle Field exit roads that are congested before and after the game. Congestion data for the 2013 Alabama game and the 2014 Ole Miss game (nearest comparable crowd size for most 2015 home games) are also displayed. The goal is to return to a level of six percent of congested roads (using the 2015 evening peak as a guide) within two hours after the game ends.

The majority of pre-game congestion was between 1 p.m. and 4 p.m.; peak congestion was at 2 p.m., 4 ½ hours pre-game. This early arriving crowd was easier to handle than for the Nevada game, and there were fewer traffic issues. Traffic entering parking lots was not significantly queued; the parking staff continues to focus on keeping drive lanes clear for cars and buses on the campus road network.

The nearly full stadium at the final whistle challenged the traffic system more than any 2014 or 2015 game. The Joe Routt/Kimbrough Blvd pedestrian tunnel under Wellborn Road was very full for 30 minutes and as a result it took approximately an hour to empty the west campus garage (whose north driveways are at the same place the pedestrian path ends). It took about 30 minutes for traffic to begin filling the main roads outside campus. Congestion peaked at about 11:30 p.m. and then dropped sharply (as planned). The main roads away from campus – Highway 6, Villa Maria, Rock Prairie, SH 40 – saw relatively short periods of congestion, indicating there may still be some unused traffic handling ability on those roads, if traffic can be moved off campus more rapidly.


% of Congested Major Roads
Aggieland Pre-Game Traffic
20%
16%
12%
8%
4%
0%
Kickoff
Ole Miss '14
Alabama '13
Ball State '15
Nevada '15
Goal Line '15
Miss St '15
-4:00
-3:00
-2:00
-1:00
0:00
0:00 is Kickoff

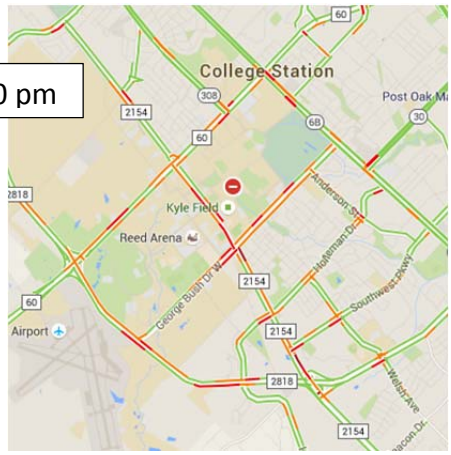

% of Congested Major Roads
Aggieland Post-Game Traffic
20%
16%
12%
8%
4%
0%
End of Game
Ole Miss '14
Miss St '15
Alabama '13
Ball State '15
Goal Line '15
Nevada '15
-1:00
0:00
1:00
2:00
3:00
4:00
0:00 Is End of Game

Traffic Map Data Findings

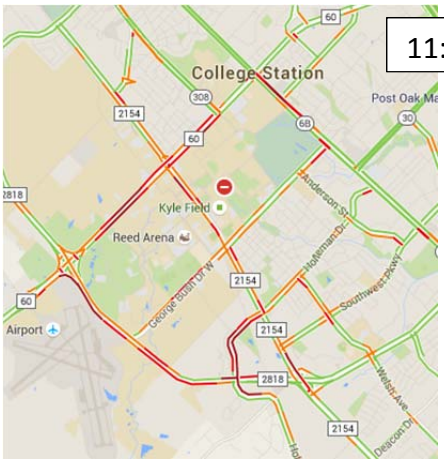
The traffic signal and camera investment by the City of College Station has dramatically improved the situational awareness of traffic congestion during the postgame period. The City and Kyle Field traffic control centers can respond as needed to alter signal timing and law enforcement activity to manage congestion.

The Mississippi State game provided the Center staff the opportunity to see the traffic congestion eliminated on FM 2818, Stotzer Blvd and Wellborn Road by midnight. Traffic was flowing well from Stotzer to past Holleman on southbound FM 2818, on westbound Stotzer from Wellborn Road and on southbound Wellborn Road. All of these conditions would have shown a yellow or green color on the traffic maps below if measured only at midnight. The Google™ traffic speed maps, however, are a best estimate of speeds and appear to be drawn from the most recent 15 to 30 minutes, plus the usual traffic speeds at that time of day. The midnight map below shows much more congestion than was actually present; the map from 12:25 a.m. is much closer to the conditions seen at midnight. The map at 10:30 p.m., on the other hand, illustrates conditions close to actual. It appears that the Google™ maps are faster to identify congestion than to remove it (a logical business practice for a company providing travel time information; better to caution drivers about congestion that is no longer present than to miss congestion that results in late arrivals).

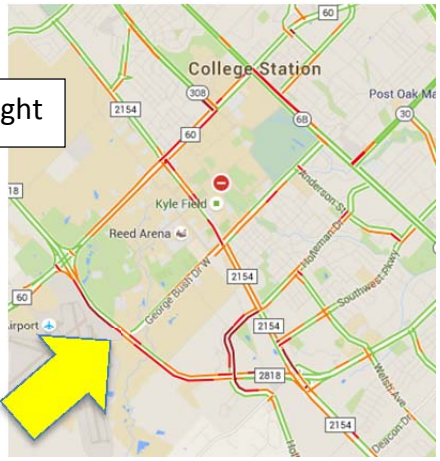
10:30 pm

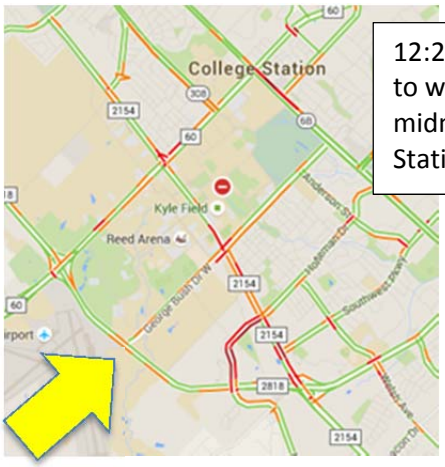


11:45 pm



Midnight





12:25 a.m., but similar to what we saw at midnight on College Station traffic cameras.

Consult the gameday.12thman.com website and the Destination Aggieland app for more details during the week before the game.

University of Nevada Game Evaluation (Preliminary)
September 19, 2015

Pre-game activities were compressed into only a few hours with kickoff at 11 a.m. As with the Louisiana-Monroe 11 a.m. kickoff last year, entering traffic on Wellborn and George Bush was very congested. Traffic was also slow on Highway 6 south of town and on Harvey Mitchell Parkway west of campus. Parking demand was less than the Ball State game with none of the large area parking lots completely filled, but still greater than most pre-2014 games. Total bus ridership was 28,670 riders; lower than the largest 2014 games, but higher than any pre-2014.

The healthy Aggie halftime lead encouraged some fans to depart early for their tailgate parties; traffic leaving campus before game end was heavy, but the extensive traffic control on-campus was not needed until after the final whistle. Garage traffic flows were heavy for only a short time and traffic was coordinated between Transportation Services and College Station Police to address most of the traffic bottlenecks. Congestion was heavy on streets around campus and on FM 2818 (Harvey Mitchell Parkway) west and south of campus until 4 p.m. The City's new signal system began the postgame signal timing at 2 pm and was switched to the regular evening peak timing at 4 p.m. Congestion on Texas Avenue near campus remained after 4 p.m. Although this is not part of the 'Go With The Green' plan there was a missed opportunity to change signal operations to relieve this because the University Drive congestion had cleared.

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

Game Description

Understanding the transportation results requires a description of the gameday demands. The factors below describe the size of the crowd as well as the arrival and departure patterns.

- Rankings: Nevada vs #17 Texas A&M
- Game attendance: 102,591
- Weather: Sunny
- Kickoff: 11:01 AM End of Game: 2:36 PM
- 3rd quarter score: 38 Texas A&M - Nevada 20

Parking

None of the large west campus parking lots were filled by gametime. Traffic built significantly during the pre-game period, with many campus streets and parking lots filling between 10 a.m. and 11 a.m. Parking counts were less in every campus area, especially in the outer areas of Research Park and East Main campus. The 19,320 cars were fewer parked vehicles than for any 2014 game except Louisiana-Monroe, but still a relatively large number in historic terms.

Future years will see buildings (with some parking lots) placed on areas that are used for parking in 2015. Fans attending larger 2015 games can be accommodated, but it is clear that the parking resources must be used efficiently. New and smarter tactics will be needed to support the expansion of academic and research facilities to serve the land-grant missions of teaching, research and service as well as meeting gameday parking needs. Parking staff will be monitoring the number of parked cars, shuttle bus riders and persons per parked vehicle over the next few games to identify approaches to improve the parking and travel experience.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480	**4,290**					
East Main	2,640	**1,970**					
Reed/Agriculture	8,400	**8,330**					
Research Park	3,710	**2,080**					
Vet/Agronomy	2,930	**2,650**					
Grand Total	22,160	**19,320**					

Shuttle Bus Ridership

Shuttle service provided access from the parking lots and apartments, with fewer pre-game riders to tailgate areas. Ridership was slightly more balanced pre-game and post-game than for many 2014 games with 58% of riders using the service before kickoff. The Bush Library, Bonfire and Stotzer routes – from more distant parking areas – had an even split of riders before and after kickoff. The Get to the Grid park-and-ride service from American Momentum Bank Plaza carried 5,400 riders (compared to over 6,000 for Ball State). The Downtown Bryan shuttle service carried 950 riders, a significant increase over the 540 riders for Ball State. The Agronomy and Stotzer routes also had more riders than for the Nevada game. Total daily ridership was higher than any pre-2014 game, but 'only' 28,610 riders.

2015 Gameday Bus Route Ridership

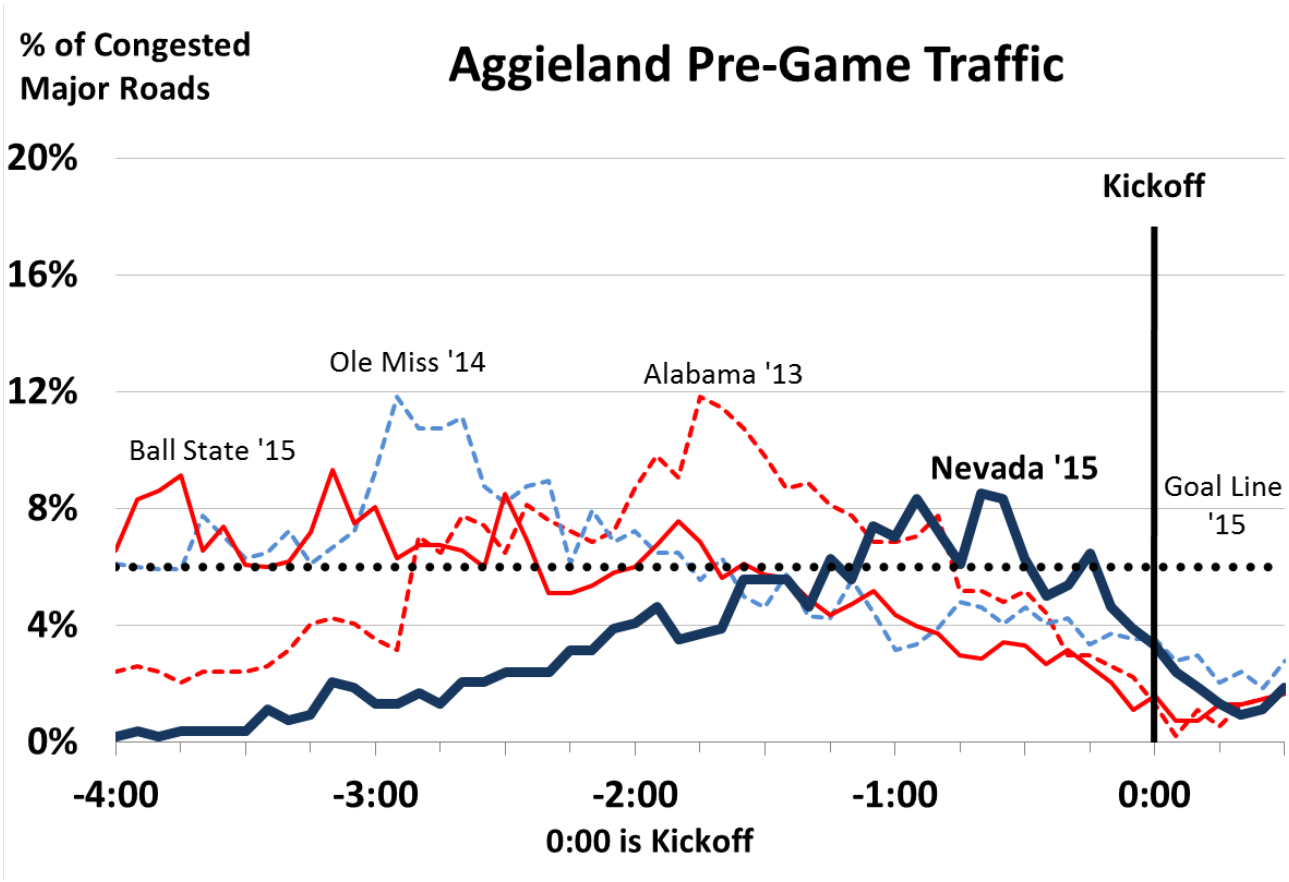
Route	Sep. 12 Ball State	Sep. 19 Nevada		Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Colorado
		Pre-Kick	Post-Kick					
Get to Grid	6,160	3,580	1,800					
D'twn Bryan	540	520	430					
Off-Campus	6,410	2,640	1,370					
Off Campus Total	**13,110**	**6,740**	**3,600**					
Agronomy	3,860	2,570	1,770					
Bonfire	3,410	1,480	1,460					
Bush Library	9,240	3,510	3,480					
Para	350	130	130					
Reed/Olsen	1,000	330	200					
Stotzer	1,510	1,010	1,070					
WHR	1,570	700	430					
On Campus Total	**20,940**	**9,730**	**8,540**					
Subtotal		16,470	12,140					
TOTAL	**34,050**	**28,610**						

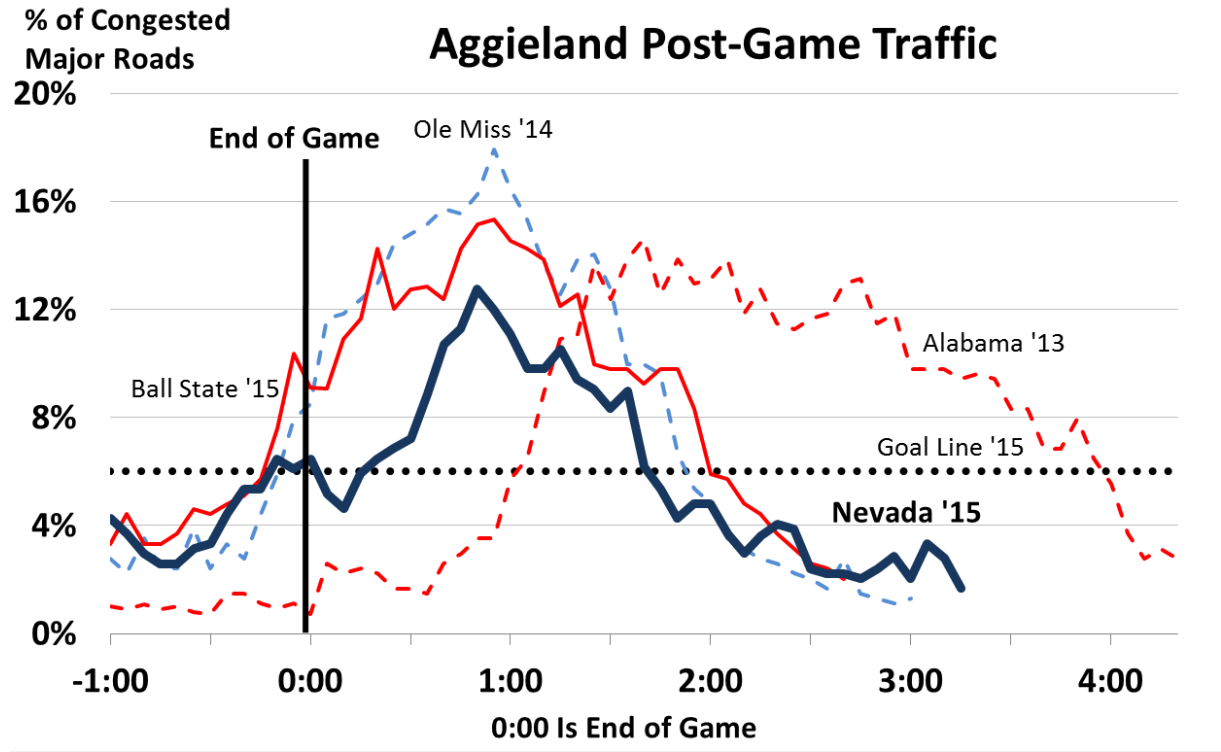
Traffic Congestion

The percentage of the major road system serving Kyle Field exit traffic that is congested is measured before and after the game. Congestion data for the 2013 Alabama game and 2014 Ole Miss game (nearest comparable crowd size for most 2015 home games) is also displayed. The goal is to return to the 6 percent congestion target within two hours after the game ends.

Pre-game congestion peaked closer to the early kickoff time, but at about the same level as the Ball State game. Congestion on the roads around campus lasted for slightly more than an hour, and congestion was a problem for a while on Highway 6 south of town.

Post-game congestion was seen from about an hour post-game until 2 hours 15 minutes. This was rarely widespread with only 30 minutes seeing values above 10 percent of the major roadway network. Certainly congestion was affected by the greater spread in departure times – fans went to tailgates or visited with friends before leaving campus. This reduces the peak load on the road network, but the uncertainty about the amount of additional fans that will be exiting soon made traffic control decisions more difficult. Major roadway congestion began shortly after the end of the game, with the threshold level of 6 percent exceeded by 3 p.m. Congestion was lighter on Wellborn Road and George Bush Drive, but higher on Texas Avenue than in previous games. Stop-and-go traffic was also a problem in sections that typically have congestion – FM 2818, Stotzer and Holleman. A more aggressive program of changing traffic signal timing will be used for the Mississippi State game.





Consult the gameday.12thman.com website and the Destination Aggieland app for more details during the week before the game.

Ball State University Game Evaluation (Preliminary)
September 12, 2015

Pre-game activities began at noon, shuttle buses began running at 11 a.m. (4 hours prior to the usual start time for most routes) and entering traffic was spread over several hours. Parking lots along Agronomy Road and the large west campus Fan Field lot filled by 5 p.m. and the American Momentum Bank Plaza parking serving the Get to the Grid bus service was filled by 4:15 p.m. Much of the crowd appeared to be in their seats by 5:30 p.m.

The lopsided score meant that many people began leaving after the Aggie Band won halftime (approximately 8 p.m.). The City's new signal system began the postgame signal timing at 9 p.m. and was switched to the regular evening peak timing at 11 p.m. when the traffic congestion on George Bush, Wellborn Rd and FM 2818 leaving Kyle Field was substantially cleared; campus roadways had cleared between 10 p.m. and 10:30 p.m.

The City's new traffic control contractor spent more than an hour removing traffic control, causing more of the inbound-to-Kyle roadways to be congested between 11 p.m. and 12:30 a.m. As they gain experience, congestion should diminish more rapidly.

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

Game Description

Understanding the transportation results requires a description of the gameday demands. The factors below describe the size of the crowd as well as the arrival and departure patterns.

- Rankings: Ball State vs #16 Texas A&M
- Game attendance: 104,213
- Weather: Sunny, then dark
- Kickoff: 6:02 p.m. End of Game: 9:21 p.m.
- 3rd quarter score: 49 Texas A&M - Ball State 13

Parking

The large west campus Fan Field parking lot was filled by 5 p.m., many other lots on west campus were also filled before kickoff and cars were parked on RV Field. Lots along Agronomy Road were also filled and more cars were parked in East Main campus lots than for any 2014 game. Most of the main campus lots were also filled. The campus parking total of 22,160 cars was the 3rd largest on record and larger than for any 2014 game except Ole Miss. It was 400 more than the 2014 season opener (which had larger attendance).

Future years will see buildings (with some parking lots) placed on areas that are used for parking in 2015. Fans attending larger 2015 games can be accommodated, and there are other places for parking, it is clear that the parking resources must be used efficiently. New and smarter tactics will be needed to support the expansion of academic and research facilities to serve the land-grant missions of teaching, research and service as well as meeting gameday parking needs. Parking staff will be monitoring the number of parked cars, shuttle bus riders and persons per parked vehicle over the next few games to identify possible approaches to improve the parking and travel experience.

2015 Gameday Parking – Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2015 Game Totals	Sep. 12 Ball State	Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Carolina
Main	4,480						
East Main	2,640						
Reed/Agriculture	8,400						
Research Park	3,710						
Vet/Agronomy	2,930						
Grand Total	22,160						

Shuttle Bus Ridership

Expanded service areas, more buses and extended hours meant that the previous record ridership of 31,070 (Missouri, 2014) was blown away (a technical term). Bus service began at 11 a.m. to serve fans attending the Global Tailgate celebration and other on-campus activities. This is four hours before most service begins on other gamedays and some fans that would normally walk to their tailgates were transported on buses. The Get to the Grid service from a smaller park-and-ride lot than was used in 2014 was filled by 4:15 p.m.; the 6,160 riders might be closer to the new normal high level. The Grid buses carried over 9,000 riders for four games last year, including a record 10,800 for the Ole Miss game. The 22 Excel route was added to provide gameday service for off-campus apartments between Texas Avenue and Highway 6 north of the Post Oak Mall and the 26 Rudder route was extended to apartments and duplexes in areas south of the Mall. The expanded off-campus route ridership increased to 7,400 from approximately 4,000 last season.

2015 Gameday Bus Route Ridership

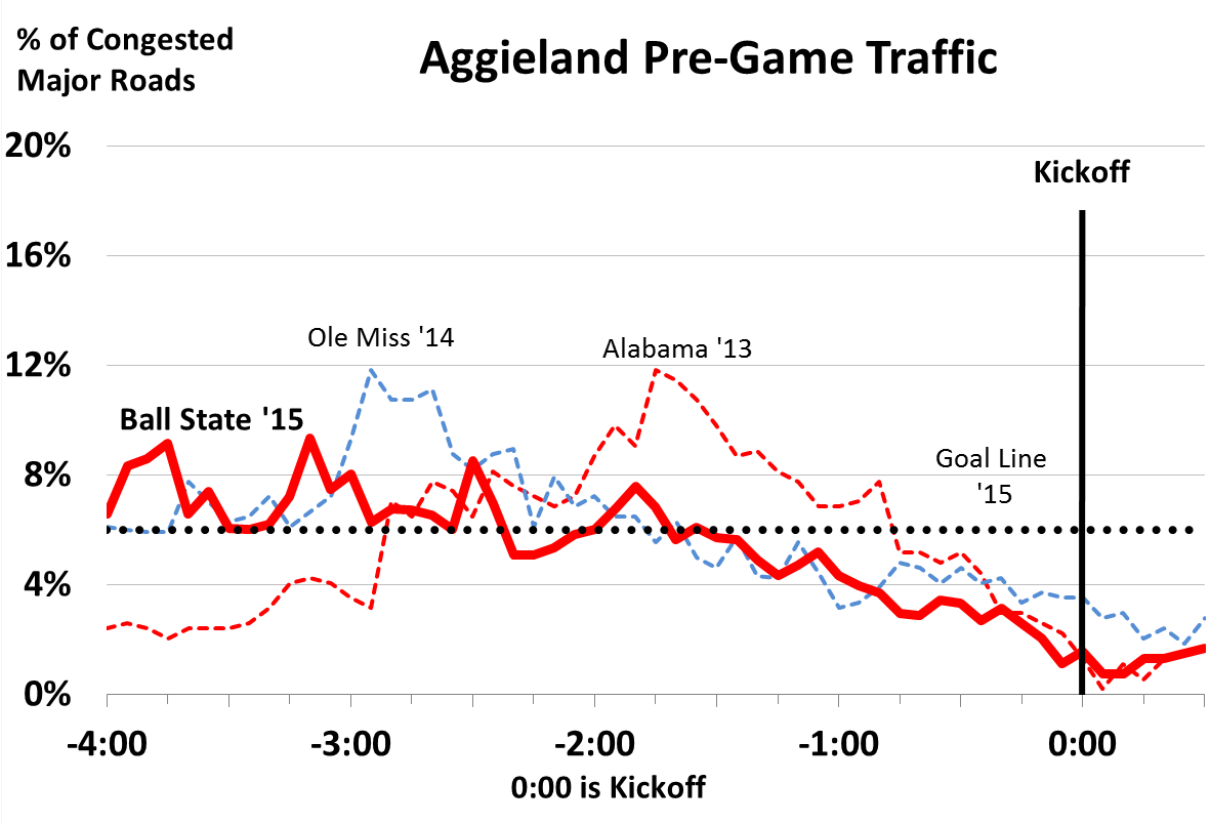
Route	Sep. 12 Ball State		Sep. 19 Nevada	Oct. 3 Miss State	Oct. 17 Alabama	Oct. 31 South Carolina	Nov. 7 Auburn	Nov. 14 Western Colorado
	Pre-Kick	Post-Kick						
Get to Grid	4,400	1,760						
D'twn Bryan	300	240						
Off-Campus	5,130	1,280						
Off Campus Total	**9,830**	**3,280**						
Agronomy	2,450	1,410						
Bonfire	1,950	1,460						
Bush Library	5,520	3,720						
Para	190	160						
Reed/Olsen	600	400						
Stotzer	780	730						
WHR	840	730						
On Campus Total	**12,330**	**8,610**						
Subtotal	22,160	11,890						
TOTAL	**34,050**							

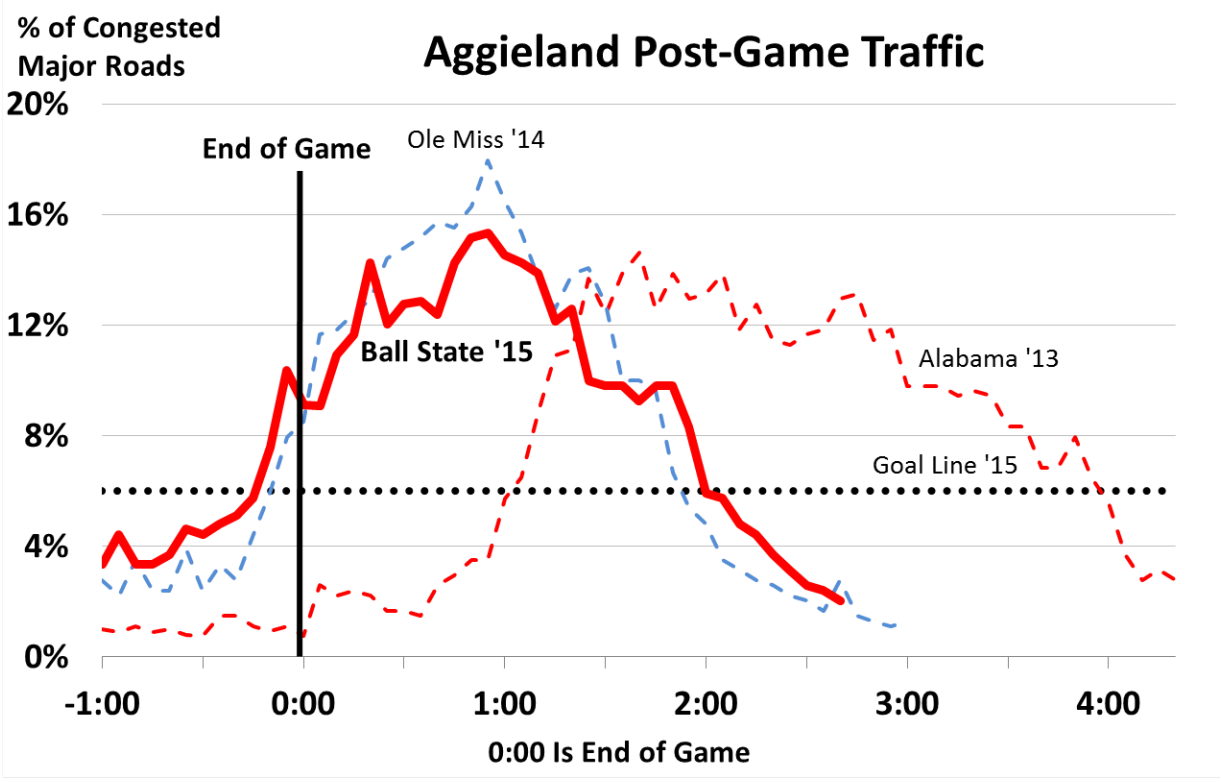
Traffic Congestion

The percentage of the major road system serving Kyle Field exit traffic that is congested is measured before and after the game. Congestion data for the 2013 Alabama game and the 2014 Ole Miss game (nearest comparable crowd size for most 2015 home games) is also displayed. Using data from weekdays in late-September 2015, a new target representing typical congestion levels was set at 6 percent of the major road network. The goal is to reduce post-game congestion to this target level within two hours after the game ends.

Major roadway congestion began early with the threshold level of 6 percent exceeded by 12:30 p.m. and some of the highest values recorded around the beginning of the tailgate concert at 1 p.m. Congestion peaked at 3 p.m. and generally declined after that. Pre-game congestion was heavy on George Bush, Wellborn and Holleman for several hours. FM 2818 (Harvey Mitchell Pkwy) saw almost no congestion all day, and traffic flowed reasonably well on University Drive and Texas Avenue. A short-term construction project on Villa Maria caused higher than normal congestion.

Early departures from Kyle Field meant that post-game congestion began earlier and lasted longer. Rapid response by College Station Public Works to a signal outage at George Bush/Throckmorton just before game end reduced what would have been a major congestion event. The peak congestion remained on the roads for a longer time period due to some motorist travel route changes and some inconsistency in traffic handling by enforcement officials. In addition, the longer take-down time for the College Station traffic control meant that congestion did not dissipate as soon as in 2014. The campus traffic monitoring equipment and personnel are benefitting from the City of College Station's new cameras, signal controllers and traffic detection equipment. People and technology were very helpful in detecting problems and in supporting timing and traffic directing changes.





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