



Nicholls State University Evaluation (Preliminary) September 9, 2017

The weather was beautiful, the Aggies came away with a win; and traffic worked pretty well too. Perhaps it was the combined effects of Harvey and UCLA, or great weather, or the start of the semester or a non-marquee matchup, but campus seemed relatively calm. Still, with 100,000 people in attendance this was a historically large game. The transportation game weekend experience began Wednesday with a vehicle crash that destroyed a traffic signal pole at FM 2818/Wellborn. Thankfully, College Station Public Works rapidly replaced the signal and regained communication – although this will remain a temporary radio connection for the season.

Fans and attendees seemed to be aware of the new closures this year, as there appeared to be few lines to get into campus - with Olsen Blvd into West Campus Garage being the exception. Additionally, the garages did not fill and the big parking lots still had space; overall pregame entry using the new routes ran smoothly. We will continue to push the closure messages and make modifications as needed for the closures to run smoother.

A steady, but small flow of fans began leaving early after halftime. University Center Garage was emptied quickly, allowing us to open Houston Street by 45 minutes postgame, and Discovery Drive contraflow ended about 60 minutes postgame. The successful handling of postgame traffic volume did not come without problems; seven crashes were reported between 7 p.m. and 11 p.m. A 3-car chain reaction on Bush caused a lane blockage near Penberthy with traffic re-routed north. With a great team and with quick reactions, we were still able to reach our congestion goal line of 6% by 90 minutes postgame. College Station traffic control began picking up at 10:55 p.m. (also 1.5 hours postgame).

With an over 100,000 crowd attendance, plus additional tailgaters our shuttle routes experienced around 26,400 riders. The Downtown Bryan shuttle was busy with a total of 1,090 rides for the day. The survey of these riders found that 51% of the riders were from outside the Bryan-College Station area. A push notification on the Destination Aggieland app at 5:45 pm informed fans that the Momentum Bank shuttle went full.

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

- Game attendance: 100,276
- Weather: 84 degrees, Sunny, beautiful – N/NE 10 mph
- Kickoff: 6:07 PM- End of Game: 9:33 PM
- 3rd quarter score: Texas A&M: 14
Nicholls State: 6

Parking

The less-than-capacity crowd meant that parking consumption was about 1,200 fewer spaces than the 2016 average, with four of the five areas down on spaces used (the exception was East Main). The new parking pre-purchase partner (ParkMobile) continued the fan ability to have their day-of-game parking needs accommodated, although the campus cell and wi-fi service is compromised this season by some construction to improve connectivity in future seasons. Providing fans with the ability to prepay for parking and present an attendant with a printed or electronic record of that purchase speeds entry and simplifies record keeping – both of these are important for the larger games later in the year.

One notable event during the day was that the number of spaces used by A&M permit holders accessing pay lots (any valid A&M parking permit is allowed into some of the gameday parking lots) exceeded the number of cash-paid spaces in those lots by 5,100 to 3,600. This happened twice in each of the 2015 and 2016 seasons. Not only does this mean less revenue to support gameday operations, the cash vehicles have about a ½ person higher average vehicle occupancy. If the valid permit holders had the same occupancy as cash customers, more than 2,500 more fans could have been accommodated on the same parked area.

2017 Gameday Parking - Number of Vehicles Parked in Public Parking and 12th Man Permit Lots

2017 Game Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970							4,970
2-East Main	2,470							2,470
3-Reed/Agriculture	8,850							8,850
4-Research Park	2,340							2,340
5-Vet/Agronomy	1,650							1,650
Total	20,280							20,280

Bus Ridership

Bus ridership was less than the 2016 average of 27,400 riders, but was larger than 3 of the 4 non-conference games (only UCLA was larger) and larger than eight of the 20 games in the three seasons of the new Kyle Field. Off-campus route ridership was 1,100 more riders than the 2016 average, with the Get to the Grid ridership exceeding all of the 2016 games. As was the 2016 pattern, approximately 55 percent of the riders were during the pre-kickoff time. This imbalance is notable on the off-campus apartment routes where more than 60 percent of the rides occur before kickoff. The Agronomy, Get-to-the-Grid, Para and WHR routes have about the same ridership before and after kickoff.

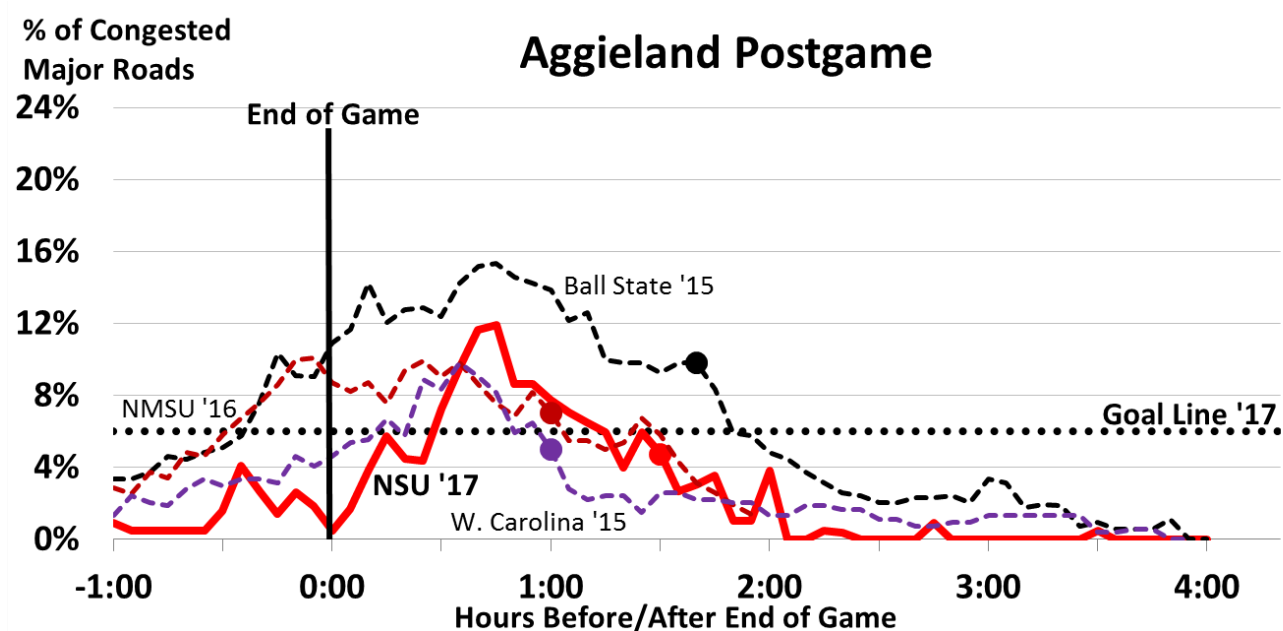
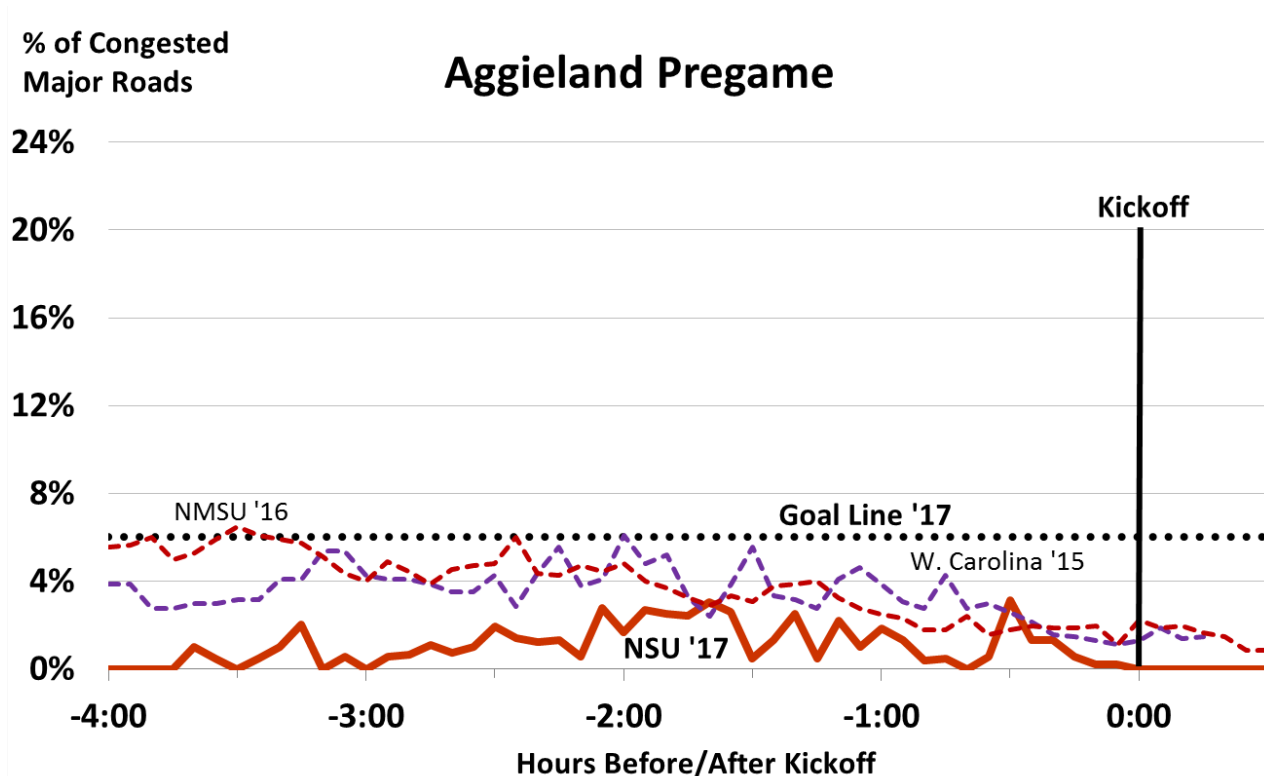
2016 Gameday Bus Route Ridership

2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390							5,390
D'twn Bryan	1,090							1,090
Apartments	3,980							3,980
Off-Campus Total	10,460							10,460
Agronomy	2,110							2,110
Bonfire	2,890							2,890
Bush Library	5,730							5,730
Lot 58	730							730
Para	180							180
Reed/Olsen	490							490
Stotzer	3,150							3,150
WHR	940							940
On Campus Total	16,220							16,220
TOTAL	26,680							26,680

Traffic Congestion

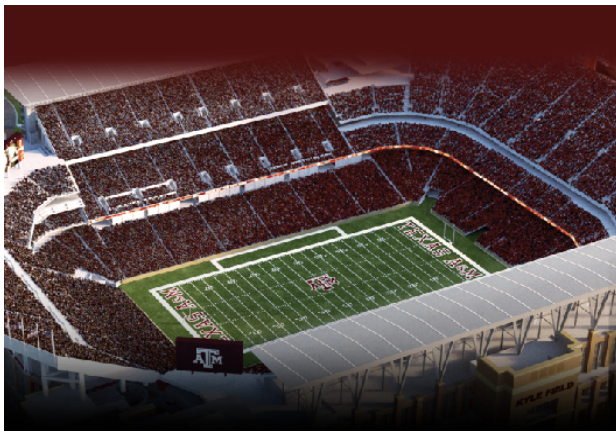
Congestion was relatively light, especially during the pregame period, as is usual for late-afternoon kickoffs. The new pedestrian safety road closures caused some congestion, especially on Olsen Blvd on west campus, and some additional signing and refined screening procedures will be used for the Louisiana-Lafayette game. (The morning kickoff will make the next game particularly challenging for pregame traffic directing). The Prairie View A&M band arrival towards the end of the second quarter and their departure before the start of the 4th quarter appeared to run smoothly.

Postgame congestion was evident before the end of the game, but did not cross above the goal line until about 30 minutes postgame. The highest congestion level of 12 percent of the major Kyle Field exit roadway network was reached before an hour postgame, around the time that campus traffic control was being removed. Congestion was less than the goal line by 90 minutes when the City began clearing traffic control. This was later than the congestion level might indicate, but Wellborn Road and FM 2818 are persistent problems that require attention for longer periods than any other exit corridor.



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

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



KYLE FIELD TRANSPORTATION PLAN

University of Louisiana at Lafayette Evaluation (Preliminary) September 16, 2017

Early kickoffs always challenge the pregame traffic plan. Rather than 5 to 6 hours to load the parking lots and buses and get people to their tailgates, fans take advantage of only about 90 minutes to get from near campus to their seat. If that sounds difficult, you are in the upper third of A&M football fan trip planners and logistics managers; many fans try to arrive just-in-time for kickoff – a difficult task when you’re competing with almost 100,000 fans. Fortunately, there were no serious crashes or flow disruptions and while there was more campus traffic in the last half hour before kickoff than a later kickoff game, the vast majority of the eventual Kyle Field crowd was in their seats at 11 a.m. A less-than-capacity crowd and lower than typical tailgate crowd meant most of the larger parking areas were not filled and the Get-to-the-Grid shuttle had parking spots remaining. At kickoff, only the Olsen Blvd approach to West Campus Garage had any significant traffic volume remaining to enter.

The Aggies’ second-half comeback win was missed by some fans who left early to begin tailgating or to perhaps get relief from the heat. The usual 11 a.m. traffic pattern for games with many early departures occurred – traffic volume is spread over most of the second half, congestion is not a problem until after game end and lasts much less time than a typical evening game – even one with early leaving fans. Games ending in the afternoon see more fans going to tailgates, and fewer community members being out on the streets going to dinner, parties or other activities. All of this combines to make traffic patterns somewhat less predictable but also much less intense.

City of College Station Public Works traffic control that is more extensive and takes much more time to deploy and pick up than most campus traffic installations was in place before the beginning of the 4th quarter in anticipation of an early exiting crowd. Most of this was not heavily used until near the end of the game, and volume was declining at the one-hour postgame mark. On-campus traffic controls were enacted at the end of the game and were removed about 45 minutes later, with the city’s controls beginning demobilization 15 minutes later. Congestion was above the goal line for slightly more than 60 minutes.

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

- Game attendance: 98,412
- Weather: 81 degrees; Felt hotter
- Wind: S/SE 8mph
- Kickoff: 11:01 AM- Game End: 2:39 PM
- 3rd quarter score: Texas A&M: 31
Louisiana at Lafayette: 21

Parking

Each of the gameday parking areas lost parkers from the first game, with the 17,560 vehicles being the lowest total in the first 3-plus seasons of the new Kyle Field. Unlike the first game, the cash payment vehicles exceeded the valid A&M permit parking volume (3,100 to 2,900), but the two-game total of fans using their A&M permit is close to 8,000 vehicles.

2017 Game Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970	4,340						4,655
2-East Main	2,470	1,500						1,985
3-Reed/Agriculture	8,850	8,710						8,780
4-Research Park	2,340	1,750						2,045
5-Vet/Agronomy	1,650	1,260						1,455
Total	20,280	17,560						18,920

Bus Ridership

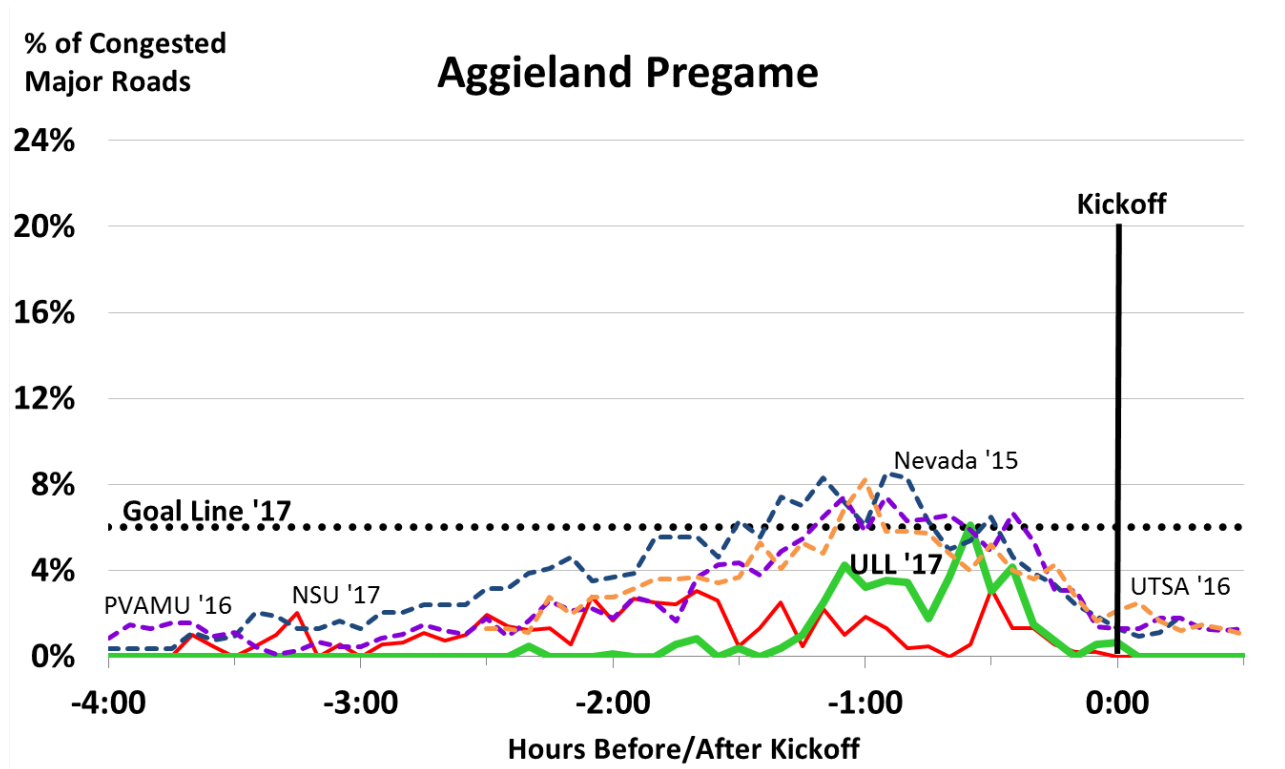
The 98,400 attendance produced 23,590 bus riders, including over 9,500 to/from off-campus locations. Ridership was down 3,000 relative to the Nicholls State game; Downtown Bryan was the only route that carried more riders than the first game (46% of them from outside the Bryan-College Station area). The overall ridership was relatively balanced with 53 percent pregame; the off-campus apartment routes were again more weighted toward pregame (60 percent vs 40 percent postgame). The Get to the Grid and Bush Library routes accounted for 43 percent of the total system ridership. Bonfire is the most unbalanced on-campus route with 58 percent pregame. The lots serving 12th Man lots (Reed/Olsen, WHR and Stotzer) all held close to their first game ridership.

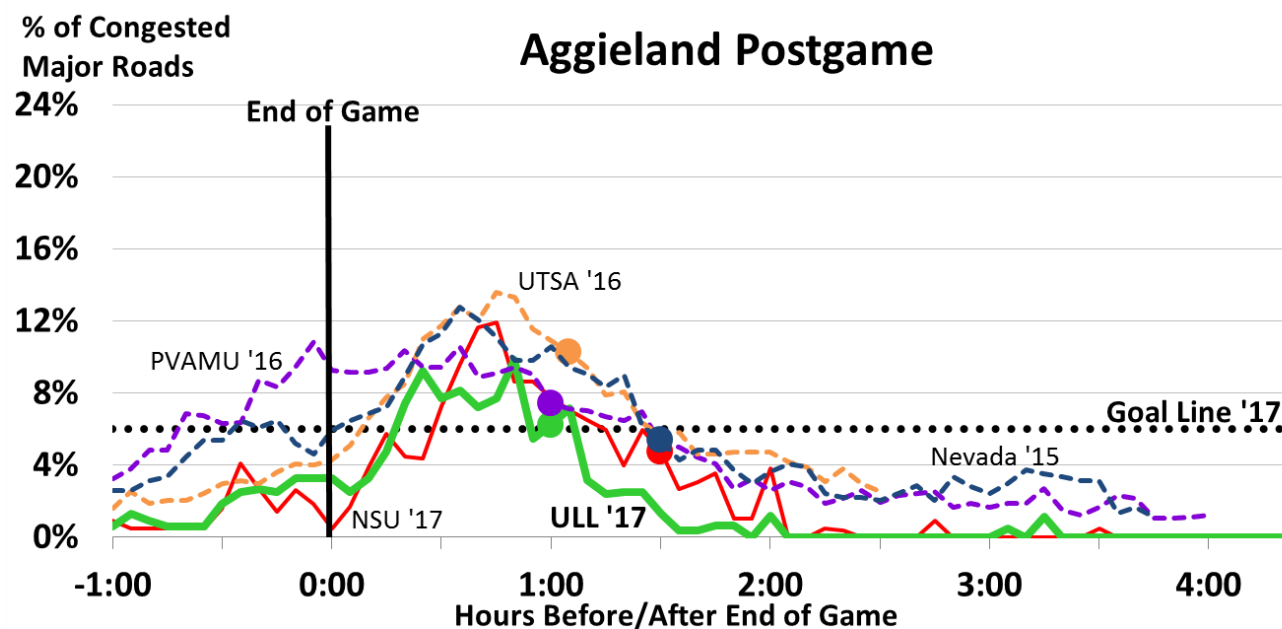
2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390	5,240						5,315
D'twn Bryan	1,090	1,110						1,100
Apartments	3,980	3,210						3,595
Off-Campus Total	10,460	9,560						10,010
Agronomy	2,110	2,010						2,060
Bonfire	2,890	2,040						2,465
Bush Library	5,730	4,870						5,300
Lot 58	730	490						610
Para	180	150						165
Reed/Olsen	490	460						475
Stotzer	3,150	3,080						3,115
WHR	940	930						935
On Campus Total	16,220	14,030						15,125
TOTAL	26,680	23,590						25,135

Traffic Congestion

Congestion was relatively heavy during the pregame period for a relatively small attendance game, especially during the 10 a.m. hour. The pedestrian safety road closures on Olsen Blvd was particularly challenged by the late arriving crowd. Olsen Blvd and the Coke St closure have been used as dropoff locations, and changing these expectations is challenging.

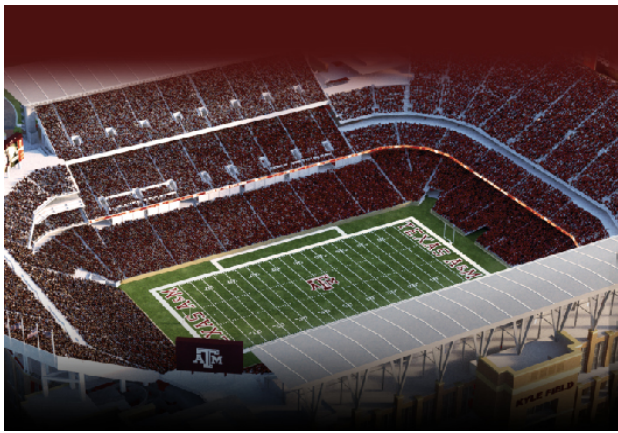
Some early departures, and many fans returning to tailgate for a while after the game meant less demand during the postgame phase and less postgame congestion. The peak congestion level of 10 percent of the major road network was reached twice before the 1 hour postgame mark and began to decline as the City was removing its traffic control.





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

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KYLE FIELD TRANSPORTATION PLAN

University of South Carolina Evaluation (Preliminary) September 30, 2017

A great day for football ended with an Aggie victory and a good night for traffic also. The slightly less-than-capacity crowd entered over several hours and no significant congestion was experienced in Bryan-College Station. There was a multi-car (approximately ten) crash that tied up traffic on US 290 northwest of Houston. The Corps march-in around the Memorial Student Center went well, with the Corps, pedestrians, buses and Cain Garage entering vehicles all flowing well and staying away from each other. No games of 'chicken' were observed.

Traffic control and entering vehicle procedures at the new pedestrian safety zones operated more smoothly as fans are adjusting their travel routes; more patrons are holding their permits in visible locations and using the proper lane. Staff are more effective at turning away vehicles that are not allowed into these zones.

The Get to the Grid park-and-ride lot did not fill, and neither did the very large campus parking lots/garages. The RV parking numbers on west campus were in the usual range of 'very large SEC game RV crowd.' Bus service to Downtown Bryan, Bush Library, Agronomy Road, Reed/Olsen and WHR all set season-high ridership numbers. Uber and pedicab operations caused fewer issues, and problems continue to be addressed.

Postgame traffic went relatively smoothly even with fans leaving a nearly full stadium after a narrow Aggie win. Most campus traffic was cleared at the hour mark, with Houston St and Coke St opened for tailgate pickups before then. The intersection of Bush and FM 2818 saw a much higher demand than the first two games this season, and more than other parts of the Kyle area. With congestion growing on the Bush side of campus, the enforcement staff altered the exit routes to take advantage of open road capacity elsewhere and the expertise the officers have developed. Traffic was sent from Penberthy, to Kimbrough and Discovery and then to Stotzer. Congestion on Wellborn Rd and FM 2818 was declining at 90 minutes postgame when the City of College Station began to remove their traffic control and the traffic signals returned to regular operation.

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

- Game attendance: 96,430
- Weather: 83 degrees, Felt Louder
- Wind: E/NE 5 mph
- Kickoff: 6:39 PM- Game End: 10:11 PM
- 3rd quarter score: Texas A&M: 10
South Carolina: 17

Parking

This game had the largest parking volume of the year in all five areas, but the large lots were not filled. The big parking areas on the edge of campus (near General Services Complex, Bonfire Memorial and Fan Field) have not been filling and this puts stress on parking staff working the smaller lots. There is usually only one person in those lots, but the staff are doing a very good job of getting vehicles into the lots and not stacking traffic on the campus streets. The total parking numbers were a little above the 2016 average game (21,500) and the west campus and Agronomy totals were significantly above previous games.

The “any valid permit” privilege is available to A&M faculty, staff and students at several of the outer parking lots. Studies of the vehicle occupancy show that these vehicles have one-half person less than those who pay to park. This pattern reduces the effective capacity of the parking resources, make pregame and postgame traffic control more difficult and means longer travel times into and out of campus for football games. In the past three seasons, use of this privilege has been between 45 percent and 50 percent of the non-12th Man Foundation permit car parkers. The Nicholls State game level was 59 percent and the South Carolina game returned to that level; since 2014 this value was above 50 percent only three times and never more than 53 percent. The number of valid permits used for the South Carolina game was also the third highest recorded with 5,850 permits used (the two previous Mississippi games had 6,100 and 6,250 permits used). More than 13,800 valid permits have been used in the first three games – meaning almost 7,000 more fans could have been accommodated in the parked vehicles.

2017 Game Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970	4,340	5,070					4,793
2-East Main	2,470	1,500	2,750					2,240
3-Reed/Agriculture	8,850	8,710	8,900					8,820
4-Research Park	2,340	1,750	2,840					2,310
5-Vet/Agronomy	1,650	1,260	2,070					1,660
Total	20,280	17,560	21,630					19,823

Bus Ridership

Several routes set season high ridership marks against South Carolina, the notable exception being the Get to the Grid route. Total ridership was again below the 27,000 seen in the average 2016 game. The Downtown Bryan route was the only off-campus route that exceeded the other games; ridership for this game was approximately 60 percent from outside Bryan-College Station.

The longer pregame period on 630 p.m. gamedays means more ridership opportunities and also tends to skew the ridership toward pregame periods. In this game, 58% of total ridership occurred before kickoff; the most balanced was the lots serving 12th Man parking areas (54%). The larger number of tailgates for this game likely caused higher ridership on Reed/Olsen and WHR and the high number of RVs was a significant contributor to the high ridership on the Bush Library route.

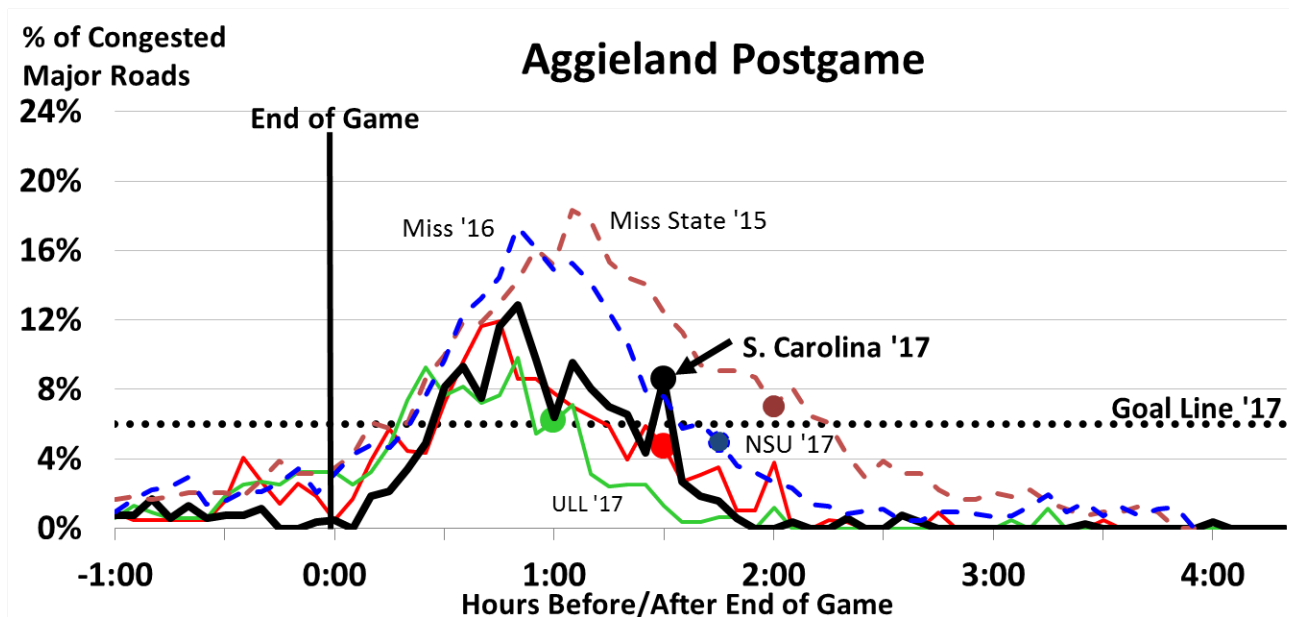
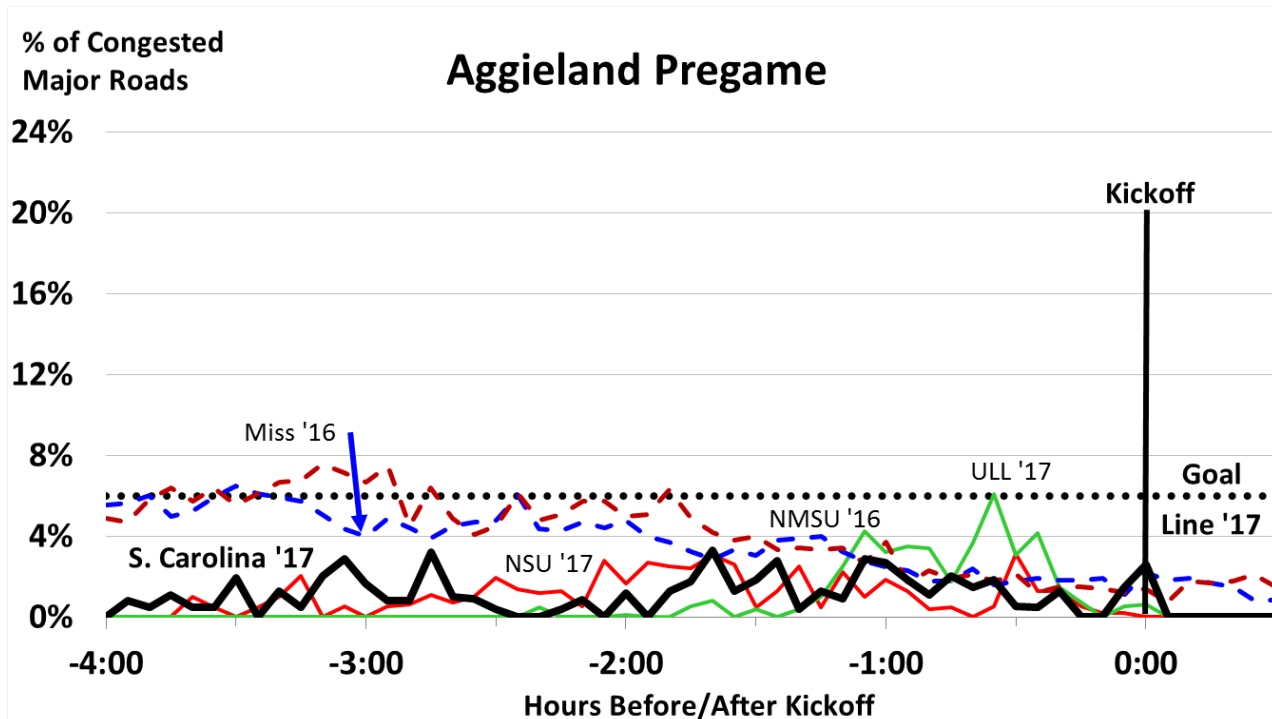
2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390	5,240	3,650					4,760
D'twn Bryan	1,090	1,110	1,170					1,123
Apartments	3,980	3,210	3,220					3,470
Off-Campus Total	10,460	9,560	8,040					9,353
Agronomy	2,110	2,010	2,280					2,133
Bonfire	2,890	2,040	2,660					2,530
Bush Library	5,730	4,870	6,700					5,767
Lot 58	730	490	790					670
Para	180	150	180					170
Reed/Olsen	490	460	640					530
Stotzer	3,150	3,080	2,930					3,053
WHR	940	930	1,120					997
On Campus Total	16,220	14,030	17,300					15,850
TOTAL	26,680	23,590	25,340					25,203

Traffic Congestion

Pregame congestion followed the pattern of less than sellout games with late afternoon kickoffs. Many hours for traffic to come into campus means low congestion levels, although congestion remained on Wellborn, University and Bush (with light traffic on FM 2818). Travel time from Houston was affected by the large crash reinforcing the need to check traffic maps before departing.

Following the game end (10:12 p.m.) campus traffic control was active for about one hour. During the postgame period, West Campus Garage cleared at 11:20 p.m. and the Discovery contraflow lane ended at 11:30 p.m. The University Center Garage Houston St exit was opened at 10:45 p.m. and the street opened for tailgating pickup shortly afterward.

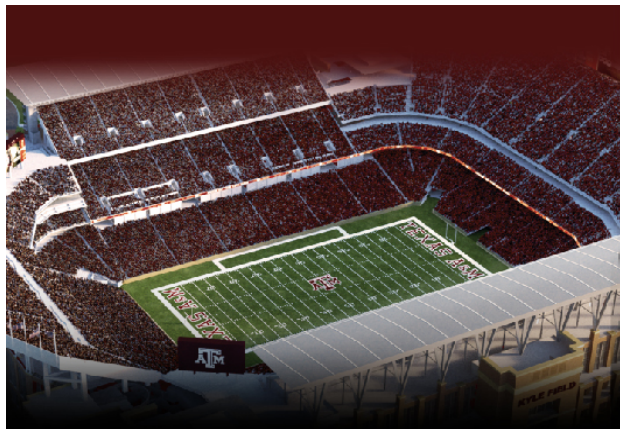
George Bush Drive was congested out to FM 2818, and because traffic was light on Discovery Drive, some of the west campus traffic was redirected to Discovery and Stotzer at around 60 minutes postgame to clear the parking lots faster. This caused congestion on Stotzer and FM 2818 to increase again around 11:30 p.m. Although there is not a similar less-than-capacity evening kickoff, congestion was addressed in less time and extent of congestion was not as extensive as two somewhat similar games. Congestion was close to zero percent of major roads at the game end, but crossed the goal line by 30 minutes, and then was back below the goal line around 90 minutes.



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

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

Please provide any review comments or suggestions to gamedaytraffic@tamu.edu



KYLE FIELD TRANSPORTATION PLAN

University of Alabama Evaluation (Preliminary) October 7, 2017

A great day for football ended with a narrow Aggie loss and a good traffic challenge. The slightly less-than-capacity crowd entered relatively early, with a noticeable peak between three and two hours pregame and significant congestion on the usual routes through Bryan-College Station. FM 2818 and other routes on the west side of campus had a short period of slow traffic; this is a good result - it indicates fans are beginning to take advice to spread out their travel patterns on the limited road network. The west side roads were congestion free for most of the day and the available west campus parking areas did not fill. Like tradition-rich elephants, Aggie football fans tend to stick to Wellborn Road, University Drive and George Bush Drive for pregame routes to Kyle Field.

The tailgating crowd was larger than the three previous 2017 games. The pedestrian safety treatments improved the environment near the Reed Arena and Aggie Park tailgates, and the traffic control lessons and fan familiarity with the road closures from the first three games meant smoother operations with the much larger crowd. The Get to the Grid shuttle parking and most of the campus parking areas did not fill. The Corps march-in around the Memorial Student Center went well once again, providing a good base to address the challenges presented by the west campus Corps march for the Mississippi State game. Bus ridership was in the top 10 highest ever, remarkable considering the less than sellout crowd. The Downtown Bryan ridership was the highest recorded on that route in the three years of operation and Bush Library also had a good historic day.

Postgame traffic was handled very well, especially considering the larger gameday crowd and the crashes that occurred during exit period. Campus lots and garages were cleared by 90 minutes postgame and City of College Station traffic control was being removed by 1:40 postgame. Community traffic flow went well, especially considering a three-car crash Wellborn Road contraflow at 10:50 p.m. and a crash on Bush near Penberthy around 10:10 p.m. The Wellborn crash blocked two of the four southbound lanes and required more than the single tow truck that is pre-positioned in the area. Traffic was slower than normal, but the heaviest traffic flow had been handled, and no re-direction of traffic was required. City of College Station traffic signals were put into regular evening peak operation at 11:20 p.m.

Game Description:

- Game attendance: 101,058
- Weather: 89 degrees; Sunny, then dark
- Wind: North 6 mph
- Kickoff: 6:20 PM- Game End: 9:38 PM
- 3rd quarter score: Texas A&M: 10
Alabama: 24

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

Parking

Most of the campus lots and garages set season highs, but very few were full. Fan Field was about 60 percent full and the large lot near the Bonfire Memorial was about $\frac{3}{4}$ full. Agronomy Road lots had more spaces used than in previous games and the Get to Grid parking was close to full. There have been many drop-offs in many places around campus. It is hard to tell if that is more than in the past, but 'family rides' and Uber are probably having the effect of lowering the number of vehicles parked on campus.

RV changes continue to affect even the largest games. RV parking was over 400 spaces, 50 more than any other game, and all available spaces were reserved, although not all were used.

For the third time in four games, the number of valid A&M permits used to access gameday parking exceeded the number of pay-ahead and day-of-game cash parking tickets. This is especially relevant for large games because the valid permit parkers have about one-half person fewer than parkers who use cash or pay ahead. To accommodate 100 fans, for example, the parking and traffic system must accommodate 60 cars with valid A&M permits, compared to only 45 cars with 'paying' customers. Or, those 15 extra cars could carry more than 30 additional fans. For the 2017 season, the valid permit parkers have used approximately 4,400 more parking spaces than if they had the cash parking vehicle occupancy pattern.

2017 Parking Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970	4,340	5,070	5,300				4,920
2-East Main	2,470	1,500	2,750	2,790				2,378
3-Reed/Agriculture	8,850	8,710	8,900	8,970				8,858
4-Research Park	2,340	1,750	2,840	3,460				2,598
5-Vet/Agronomy	1,650	1,260	2,070	2,170				1,788
Total	20,280	17,560	21,630	22,690				20,540

Bus Ridership

Most of the gameday bus routes experienced their highest 2017 season ridership, and the entire system had a top 10 ridership day – remarkable given the less than sellout crowd. All of the on-campus routes had higher ridership than any other game and there were 2,500 more total on-campus rides. The Bush Library route benefitted from the high parking volume on Fan Field and RV Field. The WHR and Reed/Olsen routes showed strong growth from the 12th Man parking areas and some west campus tailgating areas.

Off-campus ridership was down, particularly from the Get to the Grid parking. The American Momentum Bank lot was 90 percent full, but ridership was less than 80 percent of the highest game. Downtown Bryan had its highest ever ridership, and approximately 60 percent of the riders indicated they lived outside the Bryan-College Station area. The next highest ridership day for the downtown route was the 2015 Alabama game; there may be some opposing fan base communication that helps this route.

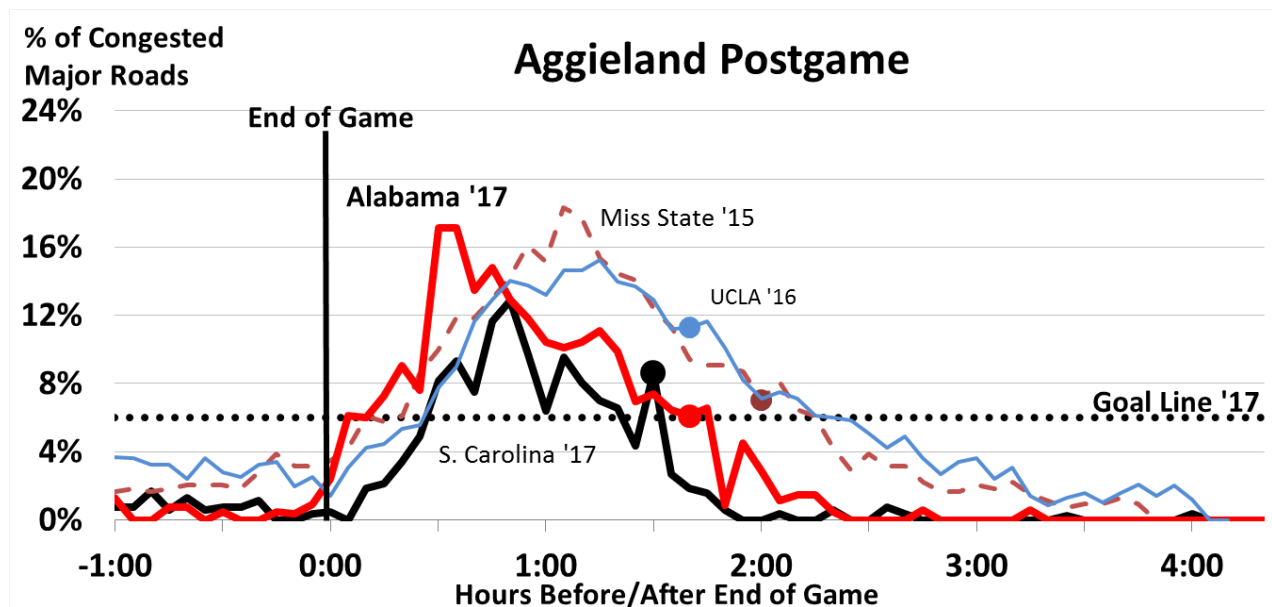
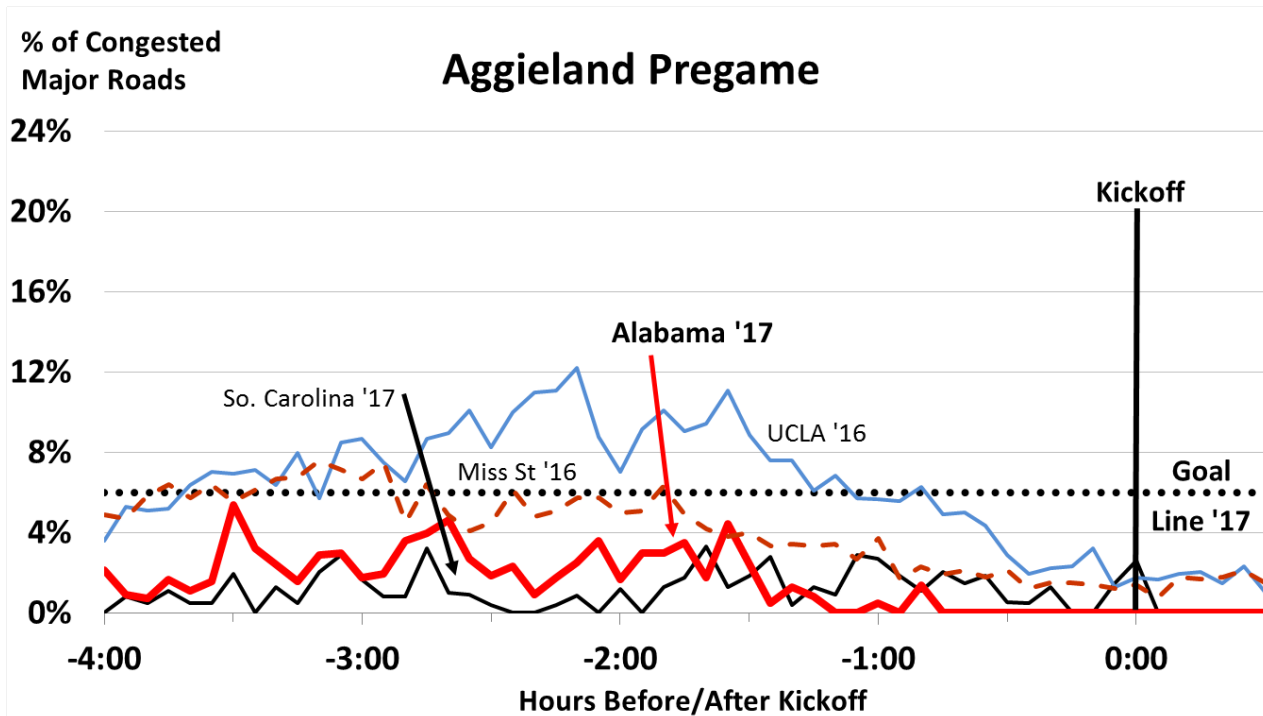
2017 Gameday Bus Route Ridership

2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390	5,240	3,650	4,050				4,583
D'twn Bryan	1,090	1,110	1,170	1,530				1,225
Apartments	3,980	3,210	3,220	3,660				3,518
Off-Campus Total	10,460	9,560	8,040	9,240				9,325
Agronomy	2,110	2,010	2,280	2,640				2,260
Bonfire	2,890	2,040	2,660	3,010				2,650
Bush Library	5,730	4,870	6,700	7,570				6,218
Lot 58	730	490	790	930				735
Para	180	150	180	190				175
Reed/Olsen	490	460	640	910				625
Stotzer	3,150	3,080	2,930	3,430				3,148
WHR	940	930	1,120	1,140				1,033
On Campus Total	16,220	14,030	17,300	19,820				16,843
TOTAL	26,680	23,590	25,340	29,060				26,168

Traffic Congestion

Pregame traffic congestion was modest and never exceeded the congestion goal of 6 percent. Most off-campus streets had short periods of significant congestion, and there were more streets with stop-and-go conditions. These indicate more fans are heeding advice to alter their travel plans to either come in early or use more of the street network. Congestion had been basically eliminated by 30 minutes prior to kickoff.

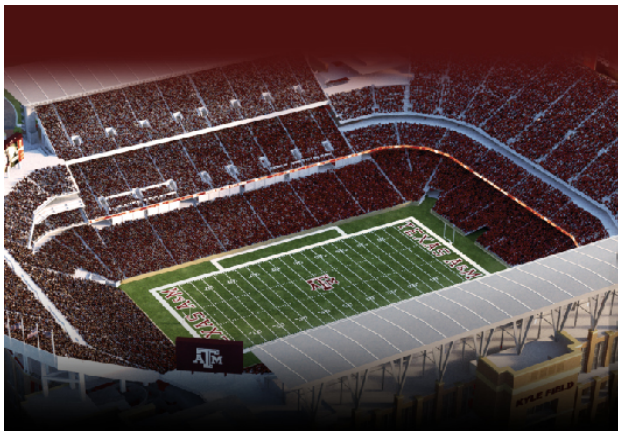
Postgame congestion peaked at 18 percent of the major road network, a level higher than South Carolina but earlier. While the attendance was less than capacity, the 101,000 fans is a large game, even in Aggieland. The congestion increased sharply after game end, although most fans remained until the end. Congestion levels then declined at about the rate of other similar games. A minor crash on Olsen Blvd near Stotzer reduced that flow to one lane for several minutes and caused traffic to stack up around the Old Main intersection, also affecting the many bus lines through that portion of west campus. The West Campus parking garage, the main campus lots and garages and Reed Arena area parking lots were cleared by 75 minutes postgame. The Discovery Drive contraflow handling the Fan Field parking area exit flow was ended by 90 minutes after the game.



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

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

Please provide any review comments or suggestions to gamedaytraffic@tamu.edu



KYLE FIELD TRANSPORTATION PLAN

Mississippi State University Evaluation (Preliminary) October 28, 2017

World Series Game 4 vs Aggie Game 8. “Football” weather that feels cold for tropical climate fans. And probably other factors meant a lower than capacity crowd and a generally less intense traffic day. Still, with more than 90,000 fans on campus, we saw an historic-sized crowd entering campus. Many took the advice to get to west campus early to see the Corps March and avoid traffic problems. But there were some who ignored the emails, Eagle newspaper articles, tweets, push notifications and other outreach and were surprised by the first ever west campus march. Their loss – the march was impressive. And the traffic staff learned several lessons that will serve us well when we do it again in 2039 to celebrate the 1st Aggie National Football Championship. jk Having this march during a less than capacity crowd and for an afternoon or evening game will have much lower traffic and parking effects.

As with other games this season, the larger parking lots were not full, and pregame traffic was more evenly distributed than in past seasons. There was a brief period of congestion on FM 2818, and less congestion on Wellborn Road than for similar attendance games in previous years. There was more congestion on George Bush as traffic queued up to get around Reed Arena, but all the significant off-campus congestion was gone by 40 minutes before kickoff. Bus ridership was similar to the South Carolina game with about 25,500 riders for the day. (The Reed/Olsen route was stopped during the Corps march period).

Postgame traffic was once again handled very well, aided in this game by an early departing crowd; congestion levels peaked just before game end and slightly higher than the goal line. The West Campus parking garage, main campus and Reed Arena area parking lots were cleared by 40 minutes postgame, and the Discovery Drive contraflow was ended by 60 minutes after the game. Community traffic flow went well also, with no reported crashes and traffic control initiated before the traffic volume grew. FM 2818 was the final substantial congestion point in the exit plan; as seen in past games and other seasons, the inbound traffic congestion began to worsen after 10:30 p.m. – a good sign for restaurant and entertainment businesses, and the cue to traffic folks that their night was concluding. Traffic signals were put into regular evening peak operation at 10:50 p.m., and the City of College Station began removing traffic control measures.

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

- Game attendance: 96,128
- Weather: 60 degrees; Mostly Sunny
- Wind: North/NW 11 mph
- Kickoff: 6:20 PM- Game End: 9:36 PM
- 3rd quarter score: Texas A&M: 7
Mississippi State: 28

Parking and Shuttle

Most of the parking data was similar to the Alabama game with the exception of Research Park, where Fan Field was only about 20% full. Transit service statistics were similar to the South Carolina game, with more than 25,000 riders – 58% of them pregame, around the season average. The Downtown Bryan ridership was lower than other games, but fans from outside the area made up 60% of the ridership, continuing to support the service goals.

One continuing issue for the season is the increase in those using their A&M permit as parking entry validation; 1,500 more permits were honored than the paid parkers. On the season the 25,000 valid permit parkers (who have a lower person per vehicle rate than paid parkers) have consumed 5,700 more spaces than if they entered at the paid parking occupancy rate. Transit operations also have allocated more buses to carry these parkers. As an example, the Lot 47/50/51 area on East Main had 1,000 parkers but only 400 paid to park, meaning many more buses had to be reallocated to the Bonfire route – which saw the highest ridership this year – from other routes.

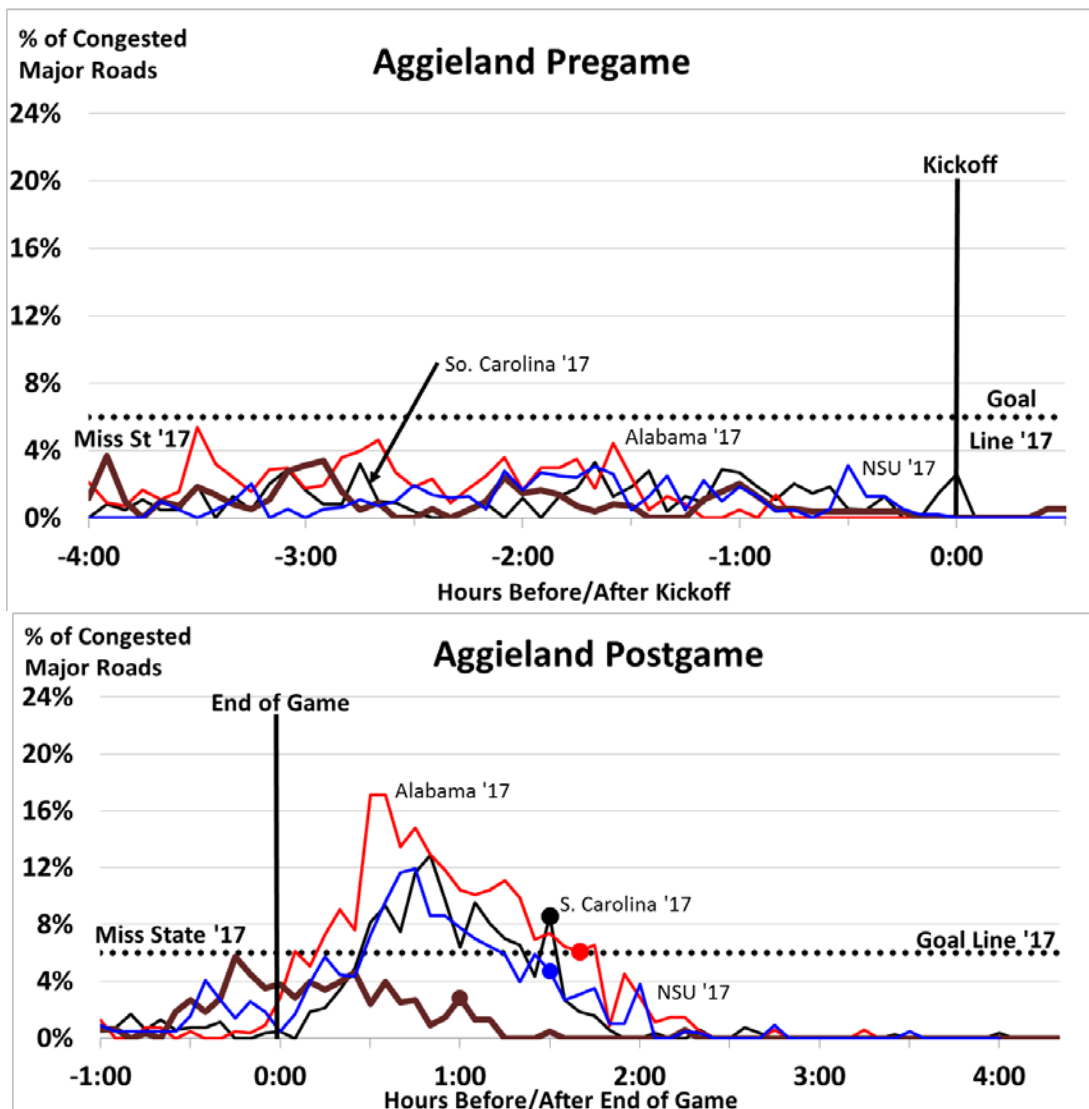
2017 Parking Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970	4,340	5,070	5,300	5,220			4,980
2-East Main	2,470	1,500	2,750	2,790	2,760			2,454
3-Reed/Agriculture	8,850	8,710	8,900	8,970	8,920			8,870
4-Research Park	2,340	1,750	2,840	3,460	2,580			2,594
5-Vet/Agronomy	1,650	1,260	2,070	2,170	1,950			1,820
Total	20,280	17,560	21,630	22,690	21,430			20,718

2017 Gameday Bus Route Ridership

2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390	5,240	3,650	4,050	3,770			4,420
D'twn Bryan	1,090	1,110	1,170	1,530	1,040			1,188
Apartments	3,980	3,210	3,220	3,660	3,140			3,442
Off-Campus Total	10,460	9,560	8,040	9,240	7,950			9,050
Agronomy	2,110	2,010	2,280	2,640	2,340			2,276
Bonfire	2,890	2,040	2,660	3,010	3,220			2,764
Bush Library	5,730	4,870	6,700	7,570	6,310			6,236
Lot 58	730	490	790	930	750			738
Para	180	150	180	190	140			168
Reed/Olsen	490	460	640	910	440			588
Stotzer	3,150	3,080	2,930	3,430	3,280			3,174
WHR	940	930	1,120	1,140	1,030			1,032
On Campus Total	16,220	14,030	17,300	19,820	17,510			16,976
TOTAL	26,680	23,590	25,340	29,060	25,460			26,026

Congestion

There was relatively little congestion pregame or postgame. There was more pregame congestion on FM 2818, indicating continued success at getting fans to use the whole area road network. And the west campus march-in traffic changes did not unduly affect Wellborn Road, Bush Drive or Stotzer Parkway, suggesting fans took advice to make earlier entries. There were only 1,200 fewer cars parked for this game than for the Alabama game, and yet the combination of a steady outflow of fans during the second half and perhaps fewer fans coming into campus postgame meant a much easier traffic day.



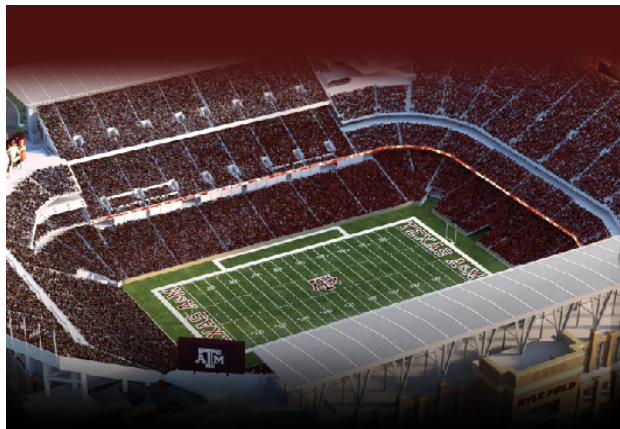
The dot on the graph indicates the time when College Station began removing their police officers and traffic control devices.

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Enjoy some pictures from the west campus Corps of Cadets march.





KYLE FIELD TRANSPORTATION PLAN

Auburn University Evaluation (Preliminary) November 4, 2017

The 11 a.m. battle between the Farmers didn't go the Texan way, but the tailgating scene was a welcome diversion for the fans and helped the traffic operations staff. Pregame congestion followed the same trend seen all season, which differed from our expectations; there was no spike in traffic congestion on the main roads imposed by the "10 a.m. curfew" (the tendency of fans to arrive in the last hour before 11 a.m. kickoffs). Campus roads did feel the pressure in traffic congestion at 30 to 45-minutes pre-kick. Fortunately, there were no crashes or other traffic problems during the short pregame period and congestion was modest.

A disappointing third quarter led some fans to leave early, which caused an earlier congestion peak, but the slightly less-than-capacity crowd and more fans going to tailgates than happens for late night games meant that traffic was easier to handle. Postgame congestion was worse than the Mississippi State game, but peaked sooner and lower than for the first two games. The City of College Station was nimble and able to react to the early exodus of fans with traffic control set-up by the third quarter. The Discovery contraflow operated for about 45 minutes and on-campus streets and garages were clear by 50 minutes postgame, with the West Campus garage being the last to clear. The City of College Station began removing traffic control at 70 minutes postgame at the time the Auburn team buses moved from their locker room to Easterwood Airport. Traffic congestion on area streets peaked at about 10% of the major road system, and remained above the 6% goal line for only 30 to 45 minutes.

Bus ridership was the third highest of the season, not following the normal trend of early morning kicks. There was an almost even split of ridership between pregame and postgame. Typically pregame is about 55% to 60% of total gameday ridership. Downtown Bryan saw its third highest ridership ever, behind the two Alabama games (2015 and 2017).

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

- Game attendance: 100,257
- Weather: 76 degrees; Cloudy
- Wind: South 9 mph
- Kickoff: 11:03 AM- Game End: 2:20 PM
- 3rd quarter score: Texas A&M: 20
#15 Auburn: 35

Parking

Parking totals were similar to the Nicholls State game, with slightly more cars parked on the west campus and Agronomy Road lots. The garages, except Cain, had all the available spaces filled, but the large Fan Field lot was only about 40 percent full. Most of the difference from the Mississippi State game was due to 1,700 fewer 'any valid permit' parkers for the 11 a.m. game.

2017 Game Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970	4,340	5,070	5,300	5,220	4,570		4,912
2-East Main	2,470	1,500	2,750	2,790	2,760	2,310		2,430
3-Reed/Agriculture	8,850	8,710	8,900	8,970	8,920	8,850		8,867
4-Research Park	2,340	1,750	2,840	3,460	2,580	2,410		2,563
5-Vet/Agronomy	1,650	1,260	2,070	2,350	1,950	1,670		1,825
Total	20,280	17,560	21,630	22,870	21,430	19,810		20,597

Shuttle Operations

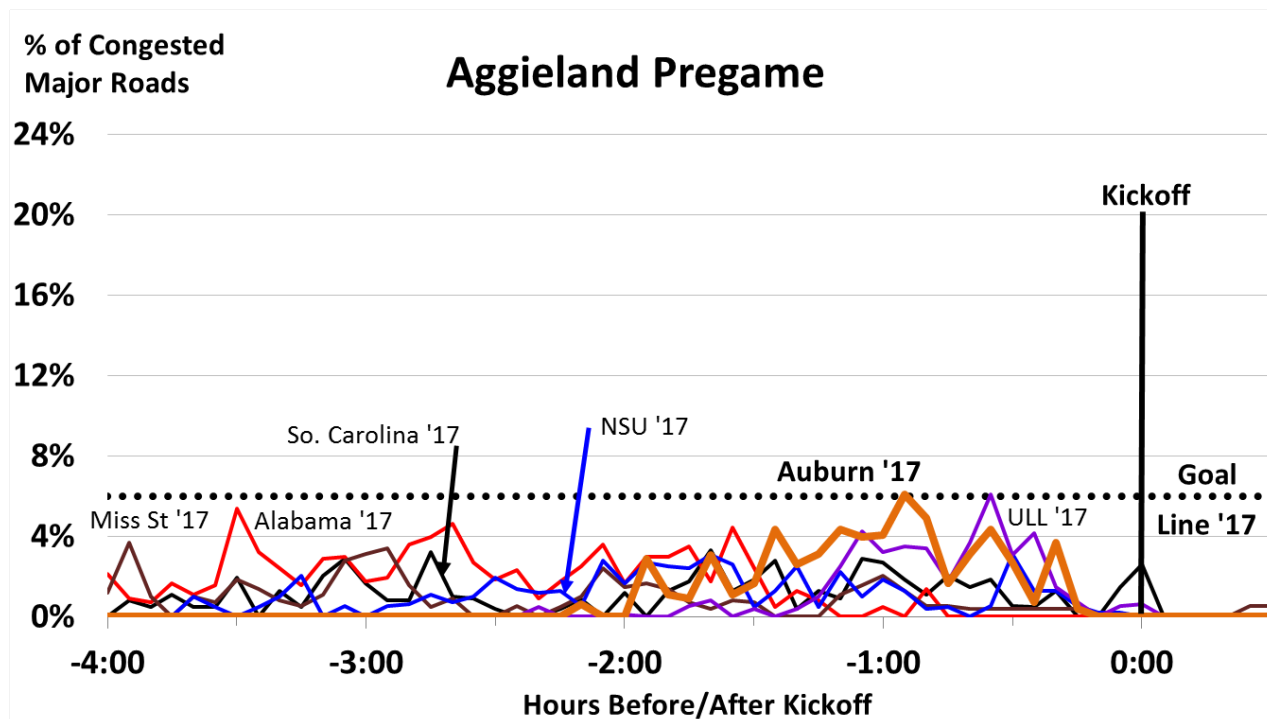
Bus ridership was very strong for an 11 a.m. kickoff, with slightly more riders than for Mississippi State game and considering the almost 1,600 fewer parking spaces used. The Reed, Stotzer and WHR routes ridership was lower than for most other games; some of the usual riders on these routes use the shuttle system to get to pregame tailgates near the stops on these routes. Routes serving the remote parking areas along Agronomy Road and near Bush Library had the second highest ridership of the season, perhaps consistent with late arrivals using the shuttle routes to get to Kyle Field in time for kickoff.

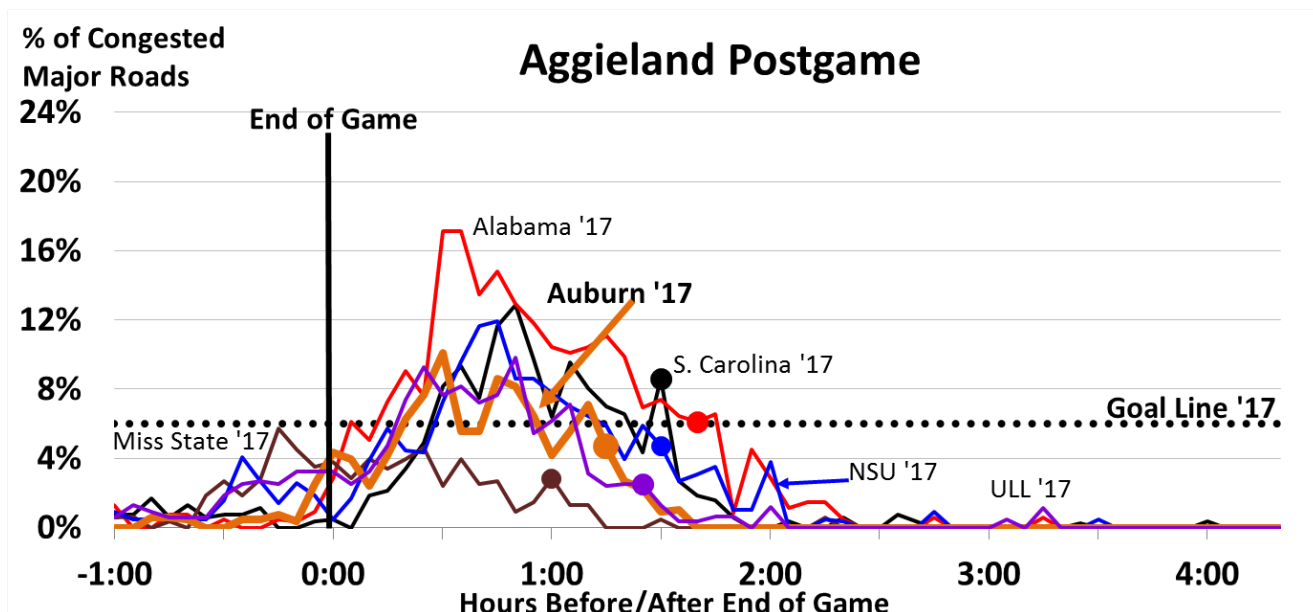
2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390	5,240	3,650	4,050	3,770	3,490		4,265
D'twn Bryan	1,090	1,110	1,170	1,530	1,040	1,360		1,217
Apartments	3,980	3,210	3,220	3,660	3,140	3,670		3,480
Off-Campus Total	10,460	9,560	8,040	9,240	7,950	8,520		8,962
Agronomy	2,110	2,010	2,280	2,640	2,340	2,450		2,305
Bonfire	2,890	2,040	2,660	3,010	3,220	2,630		2,742
Bush Library	5,730	4,870	6,700	7,570	6,310	6,920		6,350
Lot 58	730	490	790	930	750	610		717
Para	180	150	180	190	140	290		188
Reed/Olsen	490	460	640	910	440	400		557
Stotzer	3,150	3,080	2,930	3,430	3,280	2,890		3,127
WHR	940	930	1,120	1,140	1,030	910		1,012
On Campus Total	16,220	14,030	17,300	19,820	17,510	17,100		16,997
TOTAL	26,680	23,590	25,340	29,060	25,460	25,620		25,958

Traffic Congestion

There were no significant crashes or stalled vehicles and most of the pre- and postgame traffic operated smoothly. Fans are adjusting to the pregame road closures – there were fewer conversations with entering motorists or vehicles turning around at the checkpoints, although one would expect the early game to generate more of this type of chaos. Uber drivers continue to be a challenge during the pregame period, with many customer drop-offs in locations inconsistent with the traffic plans. While these happen during other games, the shorter pregame time for 11 a.m. games make their disruption more noticeable. Very little of this activity spilled onto College Station streets, thanks to several games of practice and refinement of the traffic control operations on campus.

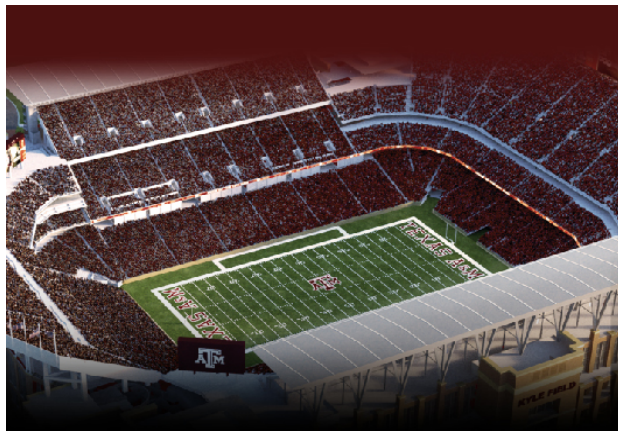
Postgame congestion peaked at the half-hour mark – about the same time as the Alabama game but at a much lower level. Congestion peaked at about 10% of the major road network serving Kyle Field traffic, a value much lower than the 12% to 15% for a typical Monday to Friday evening peak. The exit plan and the increased tailgating activity during the postgame period meant that the congestion dropped below the goal line by 70 minutes postgame.





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

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KYLE FIELD TRANSPORTATION PLAN

University of New Mexico Evaluation (Preliminary) November 11, 2017

The Wolves were packed up early and the Aggies did pretty much whatever they wanted. Including getting rid of post-game traffic issues quickly, with the congestion graph never reaching above the goal line. Campus and City of College Station traffic control were both being dismantled at the hour postgame mark when the visitor's buses left campus for the airport. The traditional worst post-game congestion spot along Harvey Mitchell Parkway (FM 2818) was operating much better than a typical day by an hour postgame and the officer at the intersection had begun addressing the less important traffic from Holleman Drive.

Pregame congestion and parking issues were almost non-existent, with a less than capacity crowd and fewer than normal extra tailgate party fans in attendance. The evening kickoff meant a long time for entering fans to enjoy pregame festivities. Despite opposing team bus arrival occurring during the last portion of the Corps step-off, fans were able to enjoy the Corps Review on Simpson Drill Field. Bus stops along Old Main Drive were used during the review with slightly longer walks for passengers, but no disruption to bus operations for about an hour.

For the relatively quiet game, transit saw its third highest ridership this season, behind only Alabama and Nicholls State. Downtown Bryan carried its second highest ridership, behind only Alabama with 69% of its riders coming from out of town.

Season parking totals were down about 800 per game compared to the 2016 season, and transit ridership was about 1,350 lower. Less-than-capacity attendance, and smaller tailgate crowds meant easier traffic challenges. Six of the seven games saw A&M and City of College Station traffic control being picked up by 90 minutes postgame and the other game (Alabama) beat the two-hour postgame goal. Bright spots in the annual changes include less traffic congestion, nimble and flexible implementation of the new pregame road closures, more parkers in the second year of Cain Garage operation, and the growth in the Downtown Bryan bus ridership in its third year, despite declines in overall system ridership.

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

- Game attendance: 99,051
- Weather: 72 degrees; Clear, Dark
- Wind: East/SE 7 mph
- Kickoff: 6:02 PM- Game End: 9:12 PM
- 3rd quarter score: Texas A&M: 48
New Mexico: 14

Parking

The parking lots near the Williams Administration Building, the Central Campus Garage, and the parking lot near the Bush Library were the only paid parking areas to have no empties by game start. The large Fan Field parking lot was less than half-full – similar to many games this year.

Parking totals for the New Mexico game were in the same range as other 6 p.m. kickoffs, except for the Alabama game. The two main campus parking areas had their best combined day of the season, exceeding the Alabama game by 10 vehicles. The Cain Garage and parking areas near the Bonfire Memorial had noticeably large number of spaces used. The former may change in 2018 when the new hotel opens, and hotel guest spaces are allocated.

The surge in East Main parking continued the season trend of A&M permit holders using their work and residence hall permits for gameday parking. These permits can be used at many surface lots on the edge of both main and west campus; these permits were used for more than 34,500 spaces during the 2017 season. Because these ‘any valid permit’ parkers have an average of about ½ person less per car, we accommodated 8,000 additional cars than if they had the occupancy rate of gameday paid parking. These lots are also on the edges of campus, meaning more of them use the shuttle system, requiring more buses for the Bush and Bonfire routes. And the traffic plan must also handle those additional vehicles. It is unlikely that additional buses will be available in the near-term, and new road space is still a few years away. As existing parking spaces are converted into classroom, office and lab buildings, the inefficient parking pattern will be a greater strain on the systems.

2017 Parking Totals	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
1-Main	4,970	4,340	5,070	5,300	5,220	4,570	5,140	4,940
2-East Main	2,470	1,500	2,750	2,790	2,760	2,310	2,960	2,510
3-Reed/Agriculture	8,850	8,710	8,900	8,970	8,920	8,850	8,930	8,880
4-Research Park	2,340	1,750	2,840	3,460	2,580	2,410	2,230	2,520
5-Vet/Agronomy	1,650	1,260	2,070	2,170	1,950	1,670	1,780	1,790
Total	20,280	17,560	21,630	22,690	21,430	19,810	21,040	20,640

Shuttle Bus

The shuttle bus system had its third largest 2017 gameday with a season high on the Bonfire Memorial route and near highs on Downtown Bryan, Agronomy and the Paratransit routes. As with the parking totals, the shuttle ridership was down compared to the last three seasons, but still carried more than 180,000 riders. On the upside, thanks to well-trained drivers and alert operations staff who adjust bus assignments, especially during the postgame period, the patron waiting lines cleared faster than in the past. The Downtown Bryan route set a new average gameday ridership high, with three of the four highest ridership days in the three years of service. The 2017 route had almost 30% of the park-and-riders, compared to less than 20% in 2015. The percent of riders from outside Brazos County also grew indicating the service is achieving the goal of attracting new riders.

2017 Route Ridership	Sept 9 Nicholls State	Sept 16 LA - Lafayette	Sept 30 South Carolina	Oct 7 Alabama	Oct 28 Miss State	Nov 7 Auburn	Nov 11 New Mexico	Average
Get to Grid	5,390	5,240	3,650	4,050	3,770	3,490	4,510	4,300
D'twn Bryan	1,090	1,110	1,170	1,530	1,040	1,360	1,380	1,240
Apartments	3,980	3,210	3,220	3,660	3,140	3,670	3,320	3,460
Off-Campus Total	10,460	9,560	8,040	9,240	7,950	8,520	9,210	9,000
Agronomy	2,110	2,010	2,280	2,640	2,340	2,450	2,510	2,330
Bonfire	2,890	2,040	2,660	3,010	3,220	2,630	3,280	2,820
Bush Library	5,730	4,870	6,700	7,570	6,310	6,920	6,590	6,390
Lot 58	730	490	790	930	750	610	690	710
Para	180	150	180	190	140	290	280	200
Reed/Olsen	490	460	640	910	440	400	510	550
Stotzer	3,150	3,080	2,930	3,430	3,280	2,890	2,590	3,050
WHR	940	930	1,120	1,140	1,030	910	940	1,000
On Campus Total	16,220	14,030	17,300	19,820	17,510	17,100	17,390	17,050
TOTAL	26,680	23,590	25,340	29,060	25,460	25,620	26,600	26,050

Traffic Congestion

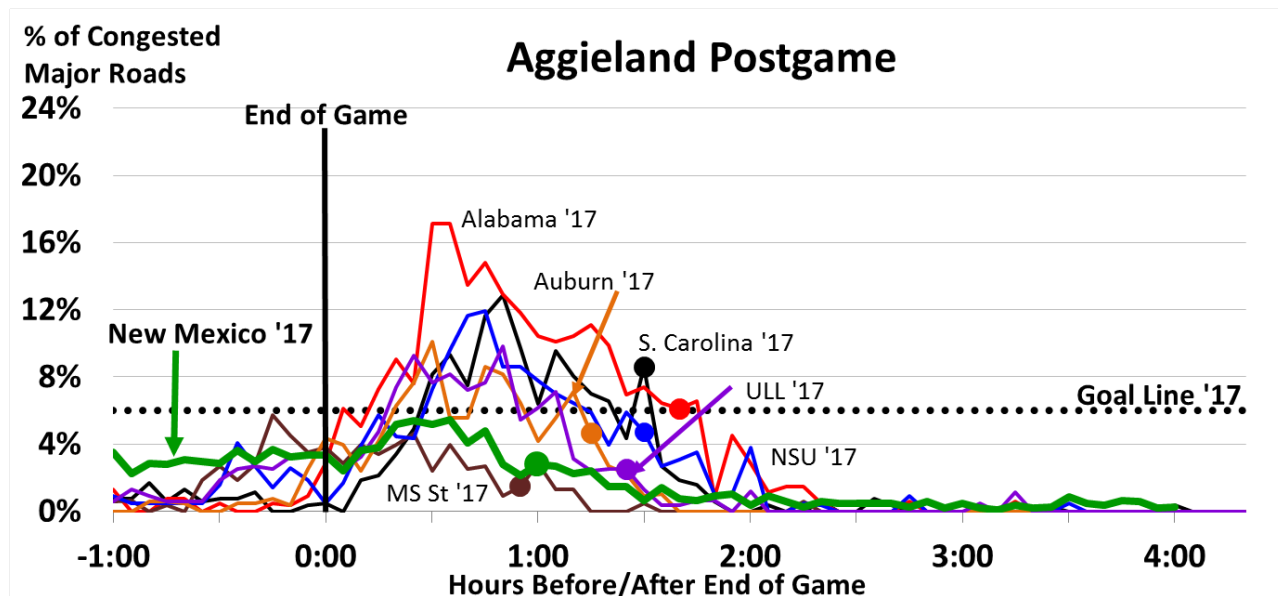
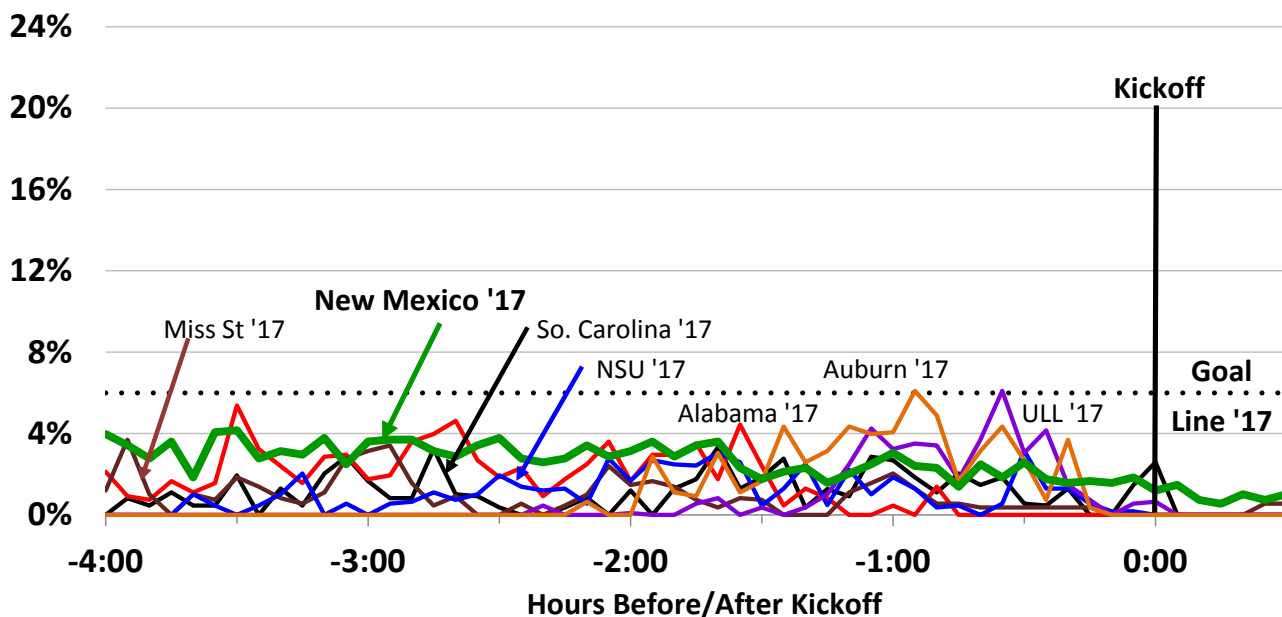
The New Mexico game was the second one this year when congestion did not reach a level above the goal line during either pre- or postgame. The late kickoff games rarely see much traffic congestion, as the many hours allow plenty of time for the various fan segments – tailgate hosts, tailgate attendees, campus visitors, those who are only attending the game – to enter at different times. Morning games, in contrast, see all of those groups trying to enter campus during the 60 to 90 minutes pregame.

At the 30-minute postgame mark, with the exiting pedestrian flow cleared, Houston Street was opened for those leaving the University Center Garage. Houston Street was opened at George Bush Drive at 9:45 p.m. for tailgating fans to pack up their supplies for the last time in 2017. The Discovery Drive contraflow was returned to normal operation before 10 p.m. College Station held their traffic control in place until 10:10 when the New Mexico team buses has departed Kyle Field for the airport, but all other campus and city street congestion was clearing.

The goal of removing traffic control by two hours postgame was achieved for all seven games, and in fact, congestion levels were below the 6% goal line by 90 minutes for all but one game. The combination of four years of experience with the traffic plan and slightly lower crowds, meant that congestion was not an issue for most fans. Some of the credit goes to the City and campus traffic and law enforcement staffs, and some is down to fans understanding the traffic plan, and adjusting their parking, shuttle and exit routes accordingly. Residents that live near the stadium and exit routes are the beneficiaries of less time for traffic control deployment.

% of Congested
Major Roads

Aggieland Pregame



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