

KYLE FIELD TRANSPORTATION PLAN

2024 Texas A&M Football Transportation Plan Look Ahead Report

Texas A&M Transportation Institute

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The 10th season of the Kyle Field Transportation Plan continued dealing with large construction projects. The FM 2818 corridor presented significant challenges to transportation and game management staff, and football fans. The years of experience and flexible gameday operating decisions provided a significant advantage. Gameday traffic plans are adjusted by the campus and the City of College Station officials in real time, especially during the postgame period.

Portions of the 2024 football season could see an easing of the traffic challenges in the FM 2818 corridor and on SH 6 at FM 2 in the Navasota area (between College Station and Houston). Both these projects are scheduled to conclude in late fall; however, traffic restrictions will be reduced before or during the football season, thus alleviating much of the traffic problems. However, the construction on FM 158 (William Joel Bryan Parkway) will affect fans going to downtown Bryan to use the park-and-ride shuttle service. Despite the construction in 2023, the Downtown Bryan shuttle route had a seventh consecutive year of increasing ridership. Communicating the ways that fans and community residents can avoid the problems will continue to be an emphasis point.

The 2024 Kyle Field Transportation Plan will continue as the product of a large coordination and communication effort including the groups noted below and others. The team that creates and deploys the Kyle Field Transportation Plan continues to successfully meet high expectations by incorporating a variety of fan activities and gameday operations requirements.

- Texas A&M Transportation Services
- City of College Station
- City of Bryan
- Brazos County
- Bryan-College Station Chamber
- Downtown Bryan Association
- Brookshire Brothers
- Revel XP
- Texas A&M Transportation Institute
- Texas A&M University Student Affairs
- Texas A&M University Athletics
- Texas A&M Sports Properties
- Texas Dept of Transportation (TxDOT)
- 12th Man Foundation
- Local/state safety & law enforcement agencies
- Local hotels and motels

- Texas A&M Hotel and Conference Center
- Texas A&M University Marketing and Communications
- Texas A&M Emergency Management
- Transportation Network Companies

Overview

The 2024 Look Ahead Report draws on reviews of seasons 2013 through 2023 (other annual reports are published at: <https://tti.tamu.edu/kyle/>). The 2023 season highlights included challenges in the FM 2818 corridor, the loss of parking in Lot 61 across the railroad tracks from the Pitcock Conference Center and Hotel for the planned construction of the Aplin Center, very nimble response to the traffic conditions. There were great improvements in traffic congestion in the Polo Road and New Main area. Additionally, the goal of removing traffic control within two hours after the conclusion of the games was achieved for six out of seven games.

Completion of the FM 2818 project will mean changes to the operation of the cross-street intersections, but the same level of priority for gameday exiting traffic as given in past seasons. Opening the new Deacon/Wellborn intersection means the third through lane on Wellborn Road will return easing congestion for fans traveling to south College Station and towards Houston. The City of College Station is reconstructing Luther Street between Marion Pugh and Jones Butler. Road closures and lane restrictions are expected to be in place for part of the 2024 season and will affect multiple bus routes and fan travel routes. Following the Luther project, the City of College Station anticipates starting construction of a roundabout at the Holleman and Jones Butler intersection. The effects on gameday traffic are uncertain due to the undefined construction start date. Additionally, TxDOT plans to add turn lanes at selected intersection along the SH 105 corridor between SH 249 (the Aggie Expressway) and SH 6 to enhance safety along this popular corridor between Houston and College Station.

In the years following the 2024 season, there are plans for major transportation projects including the expansion of Highway 6 on the east side of town, and reconstruction of the Bush-Wellborn intersection to an interchange project. The transportation plan will have to be adjusted during construction, but fans will see significant improvements from both of those projects.

2023 Experience

Previous reports (<https://tti.tamu.edu/kyle/>) provide details for games and seasons from 2013 to 2022. This section summarizes the 2023 season results for parking volume, shuttle bus ridership, and traffic congestion. Background information on the Kyle Field Transportation Plan approach is in Appendix A. A summary of historical parking and transit ridership data from 2013 to 2023 is included in Appendix B.

Game Times

Transportation elements such as traffic routes and bus service are modified to accommodate the different demands of kickoff times, attendance, and third-quarter scores (Exhibit 1).

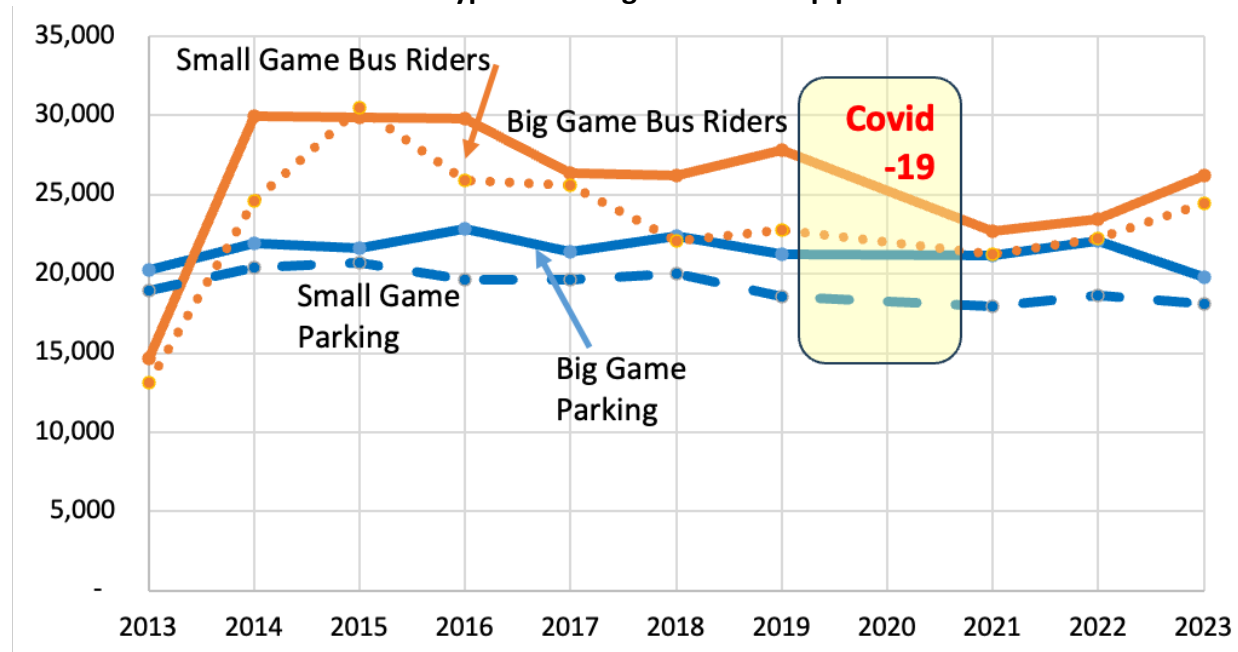
Exhibit 1. 2023 Home Game Information

2023 Home Games	Kickoff	Attendance	3rd Quarter Score	
			TAMU	Opponent
New Mexico	6:05 p.m.	97,560	42	10
LA-Monroe	3:01 p.m.	93,090	37	3
Auburn	11:07 a.m.	102,530	20	3
Alabama	2:39 p.m.	108,101	17	24
So Carolina	11:08 a.m.	95,297	24	10
Miss State	6:41 p.m.	103,266	48	10
ACU	11:04 a.m.	94,794	24	10

Parking and Shuttle Ridership

Shuttle ridership continued its post-Covid growth, while parking volumes were lower in 2023 than in any post-Kyle Field expansion season (Exhibit 2).

Exhibit 2. Typical Parking and Ridership per Game



Parking

As in the past, the Alabama and Mississippi State games produced the highest parking volumes, with Auburn and South Carolina experiencing similar volumes to the non-conference games (Exhibit 3). The other notable trend is the increase in parking share on the east side of the main campus parking lots. Problems with FM 2818 traffic and the resolution of the traffic problems in the Polo and Bizzell Road area have drawn more day-of-game paid public parkers away from the west campus parking lots. This move away from west campus is also a general trend for the last several years (Exhibit 4).

Exhibit 3. 2023 Parked Vehicles by Campus Area

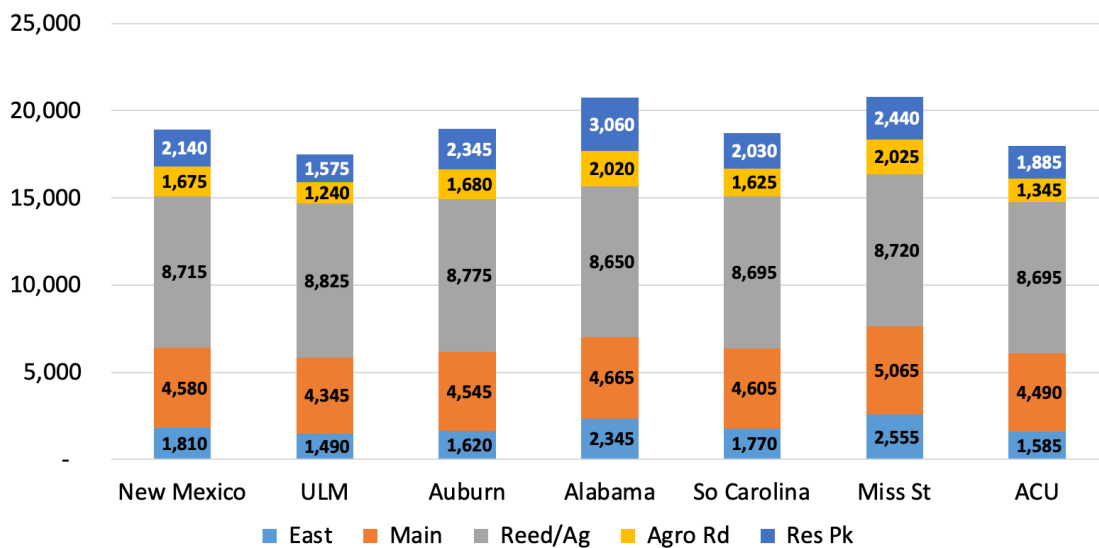
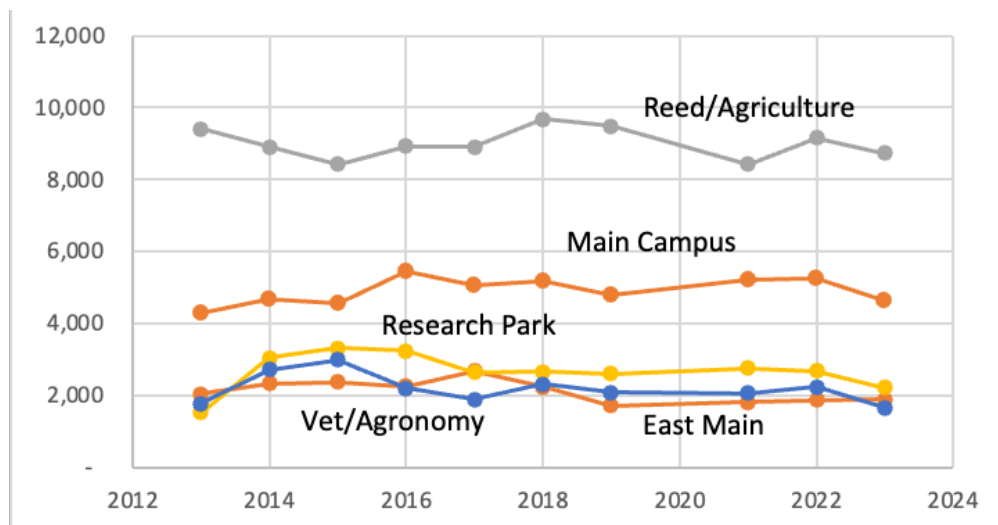


Exhibit 4. Typical Game Parked Vehicles by Campus Area - 2013 to 2023



Note: 2020 data is not included due to COVID-19 stadium capacity restrictions

Shuttle Ridership

Fans have been using A&M Transit buses to move around on gamedays for 35 years. Football service has expanded to serve many off-campus areas and all the parking areas used on a typical gameday. The City of Bryan route has established itself as a desirable, free parking and shuttle option, as well as supporting the downtown merchants. The post-2013 gameday route structure includes service to the Bonfire Memorial and the RVs in Lot 58, a paratransit route, and five other routes around west campus. Four routes of modified regular-day operations provide service to off-campus student apartment areas.

Bus ridership continued to grow in 2023; the five games with more than 25,000 riders were the most since 2017 (Exhibit 5). The City of Bryan route had its seventh consecutive season with a growth in ridership. Across the season, regardless of the kickoff time, the share of riders in each of the four bus route groups was consistent. The routes to/from the public parking areas are the largest component of the network, serving the lots farther from Kyle Field in the East Main and Research Park areas (see Exhibits 3 and 4). These routes also serve the Reed Arena tailgating spots; fans use more than one route to move around campus on gamedays.

Exhibit 5. 2023 On- and Off- Campus Football Bus Ridership

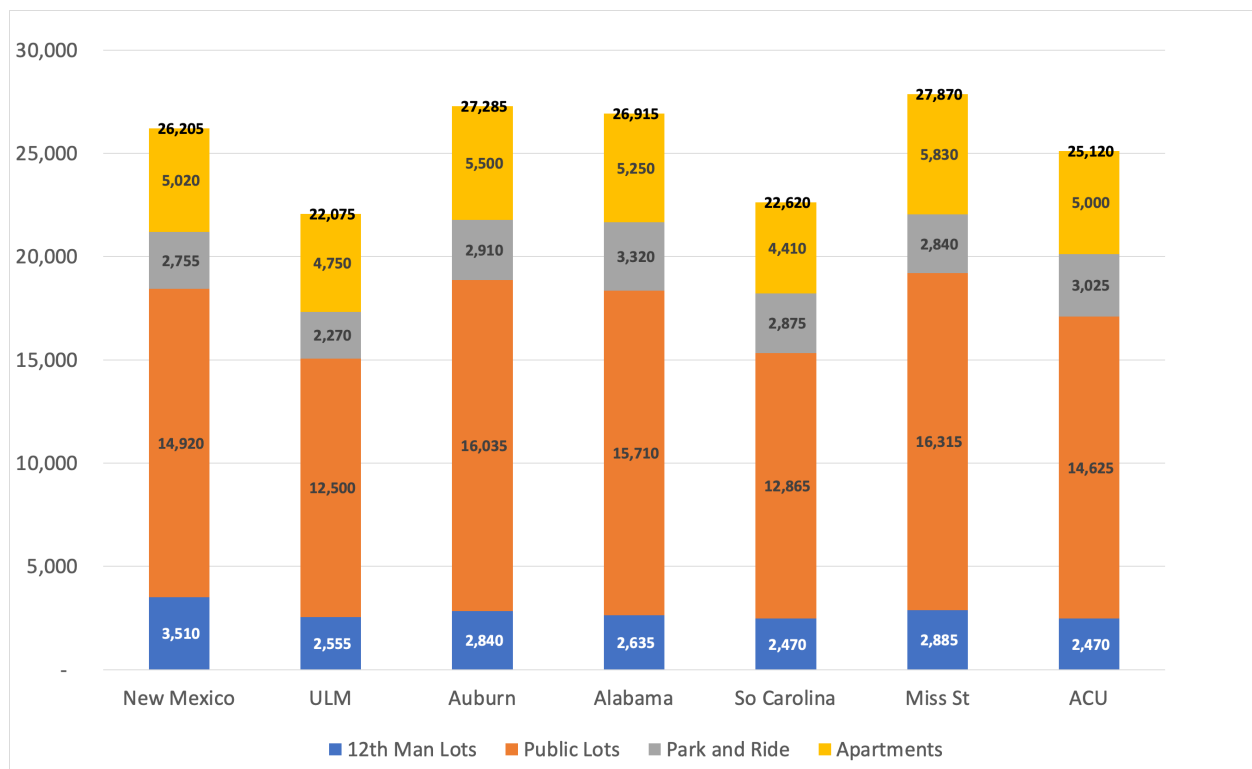
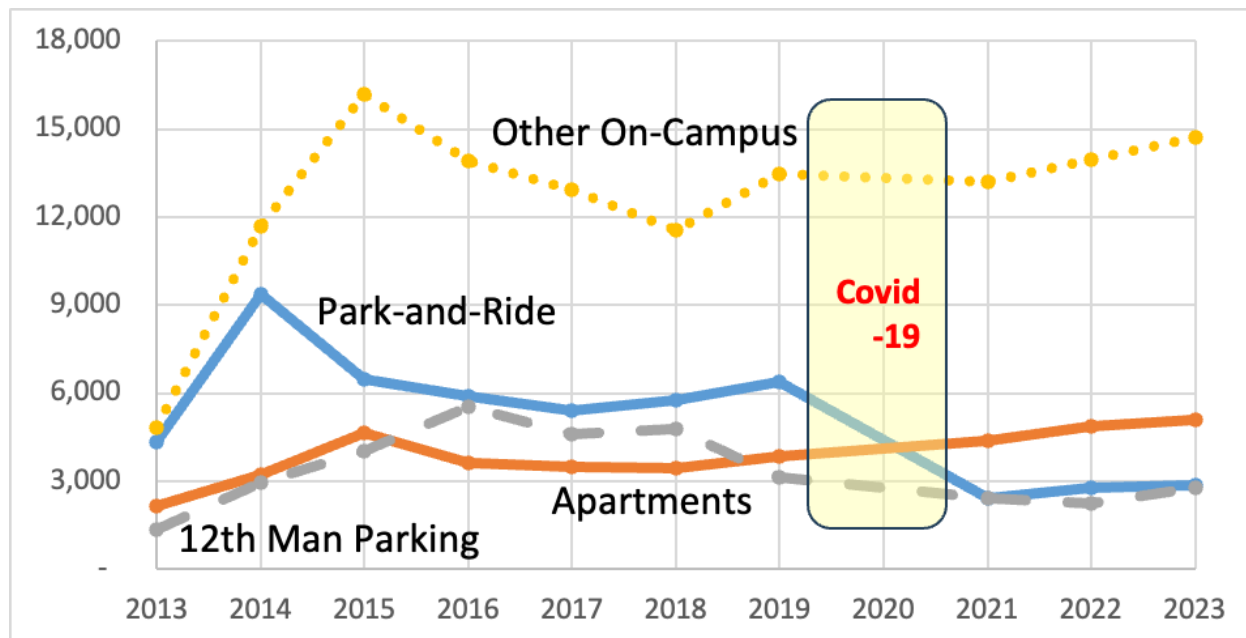


Exhibit 6 shows the steady increase in ridership on the routes to the on-campus public parking lots and the apartment routes since 2018. The drop in the park-and-ride ridership is somewhat misleading because the route to the large remote lot at American Momentum Bank was discontinued during the COVID-19 season. The City of Bryan park-and-ride lot ridership has been growing since its inception in 2015.

Exhibit 6. Football Bus Route Ridership - 2013 to 2022



Note: 2020 data is not included due to COVID-19 stadium capacity restrictions.

Notably, every gameday since 2014 (except for 2020 games) has had higher total ridership than all gamedays before 2014 (including the enormous 2013 Alabama game). The typical and even the low attendance games – are usually double the ridership compared to typical pre-2014 games.

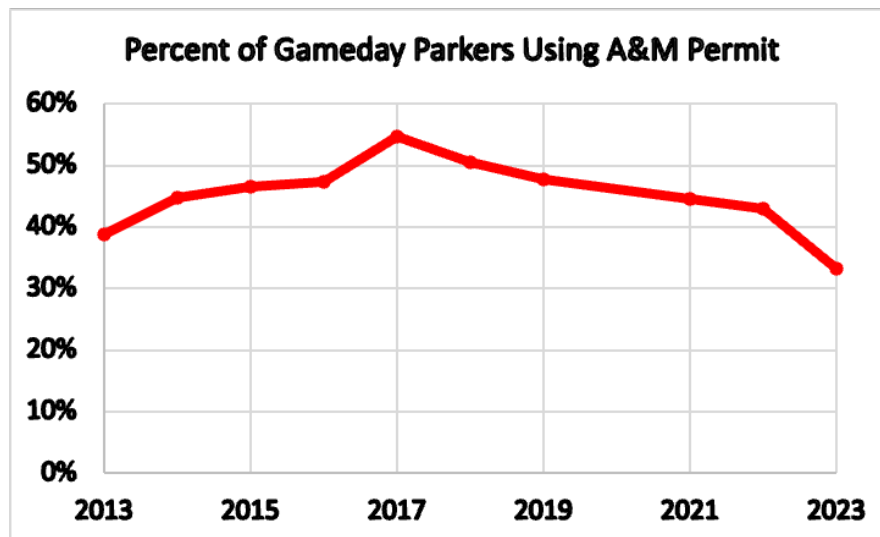
Less Efficient Parking Due to Use of A&M Parking Permit

The combination of prepaid, 12th Man Foundation donor parking and pay at arrival provides a good mix of parking assets. The other gameday parking method – faculty, staff and students using their regular Texas A&M parking permit (referred to as “any valid permit” (AVP)) is a less efficient operation, as demonstrated in vehicle occupancy studies conducted in 2015 and 2018. Those studies found that valid permit parkers had about half a person less than the cash or credit card payers. Since the permit holders can park on gamedays for no additional charge, there is less incentive to travel as a group. This adds burdens on the transportation plan as now:

1. the traffic plan must handle more vehicles,
2. some gameday paying parkers must park farther from Kyle,
3. A&M Transportation Services must still pay for staff and resources to accommodate these parkers, and
4. to cover the gameday costs, the regular campus parking permits are slightly higher than they would be without this option.

Fortunately, the share of gameday parkers using their A&M permit has declined since the 55 percent peak in 2017. The valid permit parkers were about one-third of those parking in the public lots in 2023 (does not include the 12th Man Foundation donor parking). The lower person-per-vehicle occupancy level meant that the traffic plan and parking areas had to accommodate an extra 4,500 vehicles in 2023.

Exhibit 7. Paid Parkers Compared to Texas A&M Permit Parkers – 2013 to 2023



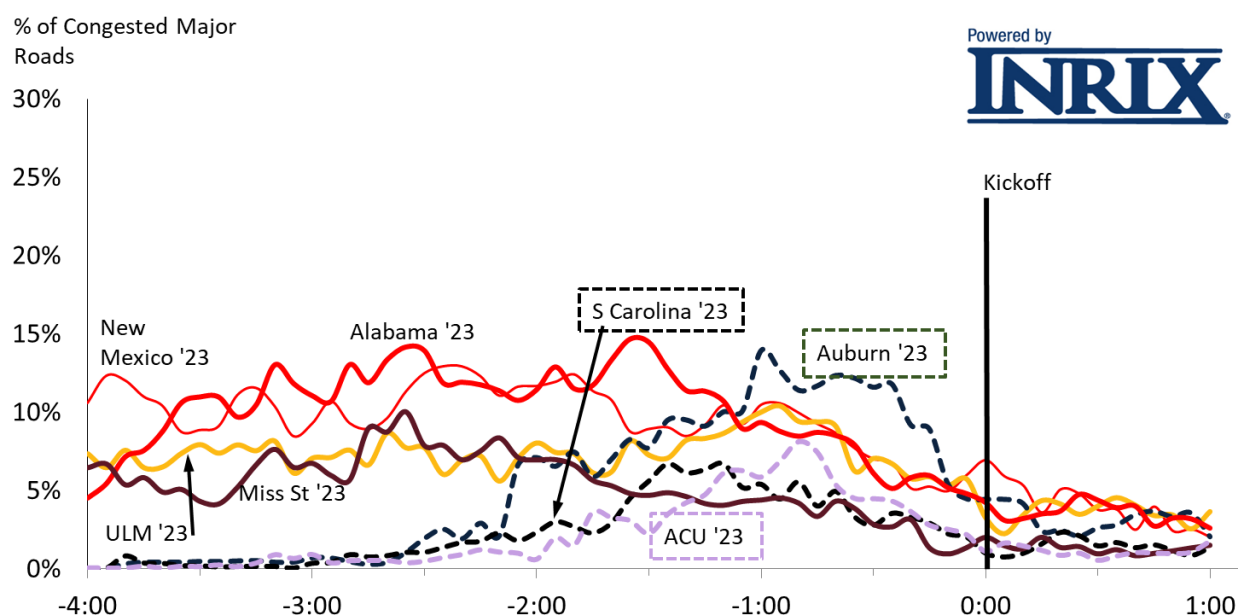
Congestion

The Kyle Field transportation plan is designed around maintaining safe pedestrian, bicyclist, and vehicle travel paths that have a reasonable amount of extra travel time given the size and scale of the event. The 120,000 spectators and extra tailgaters are equivalent to the 4th largest Texas downtown – moving around on a network in the 15th largest Texas metro area. The lack of freeways, and basically no new roadway capacity, means that the plan relies on aggressively operating the system, as well as accepting that some traffic congestion will exist.

The three morning kickoff games – Auburn, South Carolina, and Abilene Christian – had the same congestion pattern as previous year's 11 a.m. games. Although Bryan and College Station have not enacted a 9:30 a.m. curfew, the parking and traffic patterns show that few gameday revelers get to campus before then. Queues at the public parking lot entry driveways rarely begin before 9:30, and last until 11:15 or 11:30. The congestion peaks on those 11 a.m. gamedays are closer to kickoff than other gametimes.

Afternoon and evening games had traffic congestion until 90 minutes pregame (Exhibit 8) and no parking queues as kickoff time neared. Although consistent throughout most of the day, the Alabama game saw pregame congestion peak around 90 minutes before kickoff, and top out at a higher level than other morning and evening games regardless of attendance.

Exhibit 8. 2023 Gameday Pregame Congestion



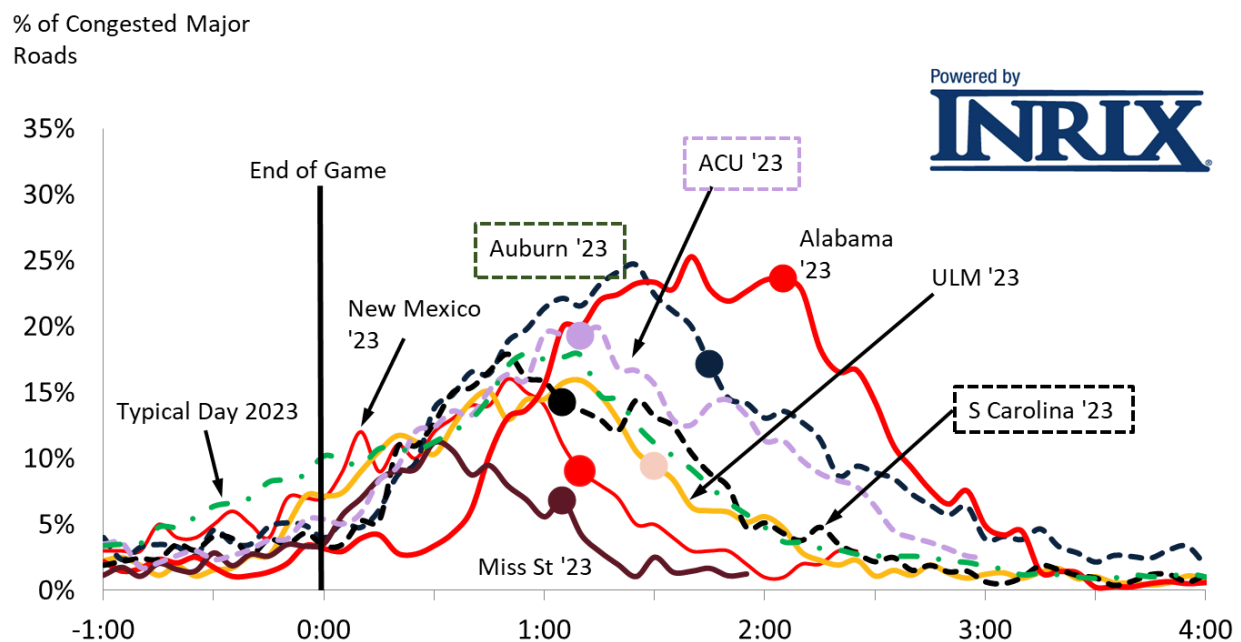
The three games where the Aggies had large leads at the start of the 4th quarter – Mississippi State, New Mexico, and Louisiana-Monroe – were the quickest to have the postgame congestion levels decline below 10 percent, with the ULM game most closely resembling the

typical day congestion pattern (Exhibit 9). The Auburn, South Carolina, and Abilene Christian games reached higher congestion levels but had the desired congestion pattern – a rapid decline from the peak levels. The City of College Station began to remove their traffic control at the two-hour goal mark for six of the seven games.

The Alabama game was the only one where the congestion pattern did not match the desired pattern. Congestion remained between 20 and 25 percent for about an hour, the longest such streak for a game that did not include a weather delay since 2021 when the Auburn and Prairie View A&M games had long periods of sustained congestion.

The extended congestion was due to an afternoon closely contested game with a near record crowd. Few fans left early and were mixed in with non-gameday background traffic. Even so, the City of College Station began to remove their traffic control at only five minutes after the two-hour mark.

Exhibit 9. 2023 Gameday Postgame Congestion



Note: Dot indicates when traffic control began to be removed by the City of College Station (goal is within 2 hours of game end).

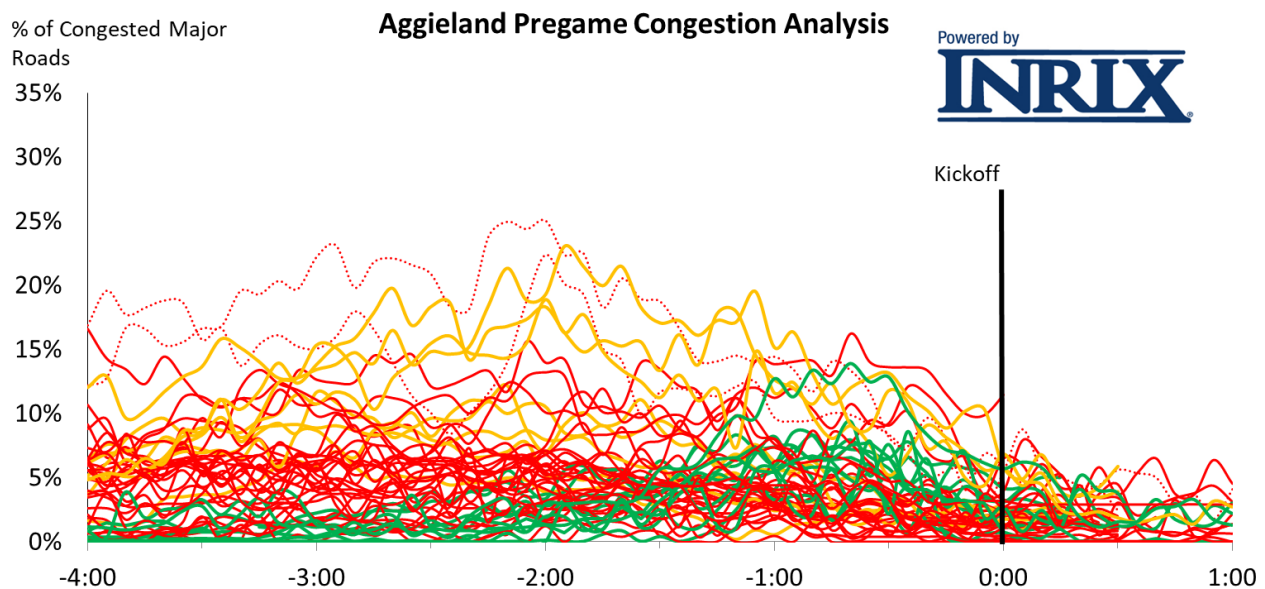
Congestion Trends Since 2014

Exhibit 10 shows the congestion patterns for all football home games since the beginning of the larger capacity Kyle Field in 2014.

- Morning kickoff games (green lines) show little congestion before 90 minutes pregame.
- Mid-afternoon games (gold lines) which generally have the largest attendance also have the highest congestion peaks.

- Evening games (red lines) usually have consistent congestion levels across many hours of the pregame period.
- Congestion levels decline rapidly as kickoff time approaches.
- Thursday night games (dotted red lines) have very high pregame congestion, making them appear more like afternoon games even though they started at night.

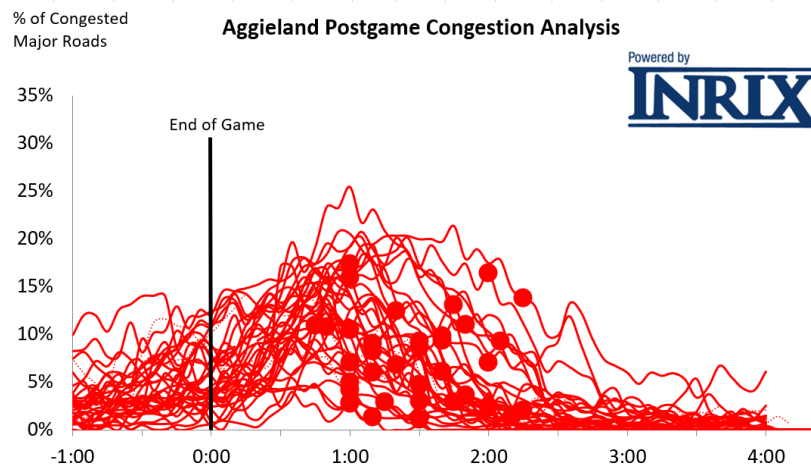
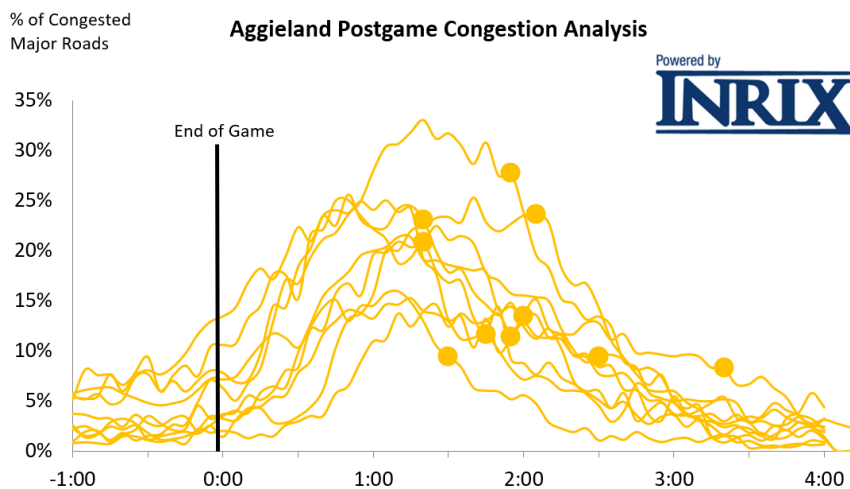
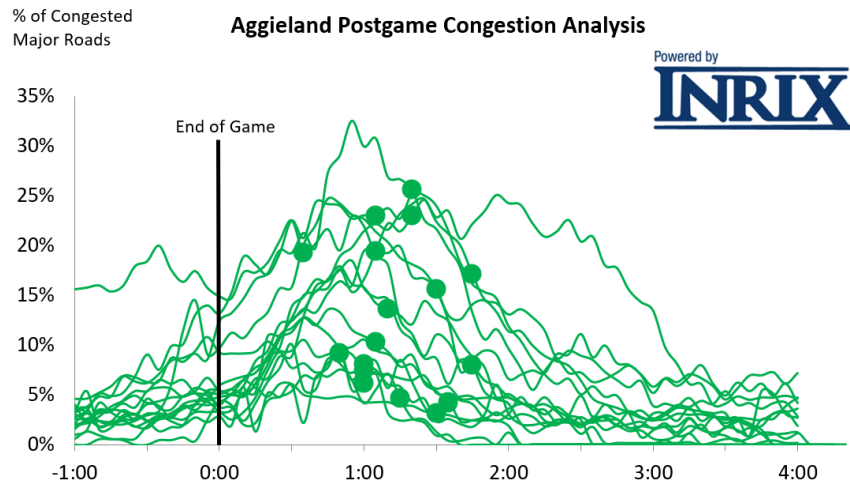
Exhibit 10. Pregame Traffic Congestion Since 2014



Trends in postgame congestion are illustrated in Exhibit 11, with the same color scheme as Exhibit 10 – green for morning games, gold for mid-afternoon, and red for evening games (dotted lines are Thursday night games). The 2013 Alabama postgame congestion was also included for comparison.

- With morning games more often being large Aggie victories, several green lines show postgame congestion building before game end.
- Likewise, the mid-afternoon games are usually big games against significant opponents and the congestion levels are more often higher than the other two groups.
- There are a few games where traffic control begins to be removed after two hours postgame. The largest outlier is the 2013 Alabama game with traffic control removed at 3:20 postgame - before the new Kyle Transportation Plan was in place.
- Congestion in most games does not begin to increase until after the end of the game, and in most cases, it climbs rapidly as vehicles can leave parking lots and use city streets.
- In most games, congestion reaches a peak and then begins to drop – there are very few games with long congestion “plateaus” that would suggest extended congestion problems. The plateau pattern was observed during the significant problems in the 2013 Alabama game – vehicles could not get past the first intersection of the city traffic system.

Exhibit 11. Postgame Traffic Congestion Since 2014



Note: Dot indicates when traffic control began to be removed by City of College Station (goal is within 2 hours of game end).

Changes for the 2024 Kyle Field Transportation Plan

FM 2818 will be finished! OK, maybe not before the first game of the 2024 season, but even before then, it will operate much better than the 2023 season. The new design will create different travel paths at the intersections, but traffic flow will improve, and ultimately the six-lane cross-section will increase capacity and reduce the time to get gameday traffic to their destinations. Before the 2024 football season, FM 2818 traffic was observed during two major events—the MexTour Soccer game and the George Strait Concert. Although the George Strait concert was the largest ticketed concert in the nation's history (110,905), FM 2818 was able to handle the traffic smoothly during postgame operations.

Traffic operations after the 2023 games made many more changes during the postgame period. Many of these were precipitated by the FM 2818 problems, but they showed the benefit of situational awareness and flexible operations. As pedestrian volumes decline, more vehicle travel paths were opened. This operational practice will continue to evolve in 2024 with more experience and continued construction projects.

Lot 100t, formerly Lot 61, will temporarily reopen as H Lot for the 2024 season as the construction schedule for the Aplin Center was revised. Signal timing revisions and priority at Old Main Dr and Wellborn Rd along with Kimbrough Blvd and Wellborn Rd will need to be revisited with nearly 900 additional vehicles from 100t directed towards the Old Main intersection post game and additional pedestrians from 100t crossing West Campus Garage parkers.

With several large national-interest games on the schedule for 2024, it is expected that parking lots, including those on the edges of campus will be in high demand. Additional wayfinding signing is planned for west campus to direct parkers to available parking and use of message signs along Wellborn Rd are being explored.

A Meridian Rapid Defense Beam Gate barrier was tested on Houston Street in 2023 to enhance pedestrian safety. The 2024 plan will feature additional barriers in other high pedestrian areas such as Joe Routt Blvd and Stallings Blvd.

Appendix A - The Revised Kyle Field Transportation Plan Approach

The 2014 plan relied on a combination of fewer route choices and better communication about fan travel options than the previous plans. This was achieved with a few significant changes that have remained relatively constant through the subsequent seasons. Big picture elements that guide the plan design include:

- Overall philosophy – “let the leavers, leave” – Fans, residents and both on-and off-campus leadership indicated a desire to have traffic conditions return to something close to normal as soon after the game as possible. This is accomplished by making the outbound routes as efficient as possible for those wishing to leave.
- “Know Before You Go” – Fans and residents are encouraged to study their travel options before arriving at the game, and while choosing their parking locations. The award-winning Destination Aggieland smartphone app was incorporated into the Texas A&M Mobile app. The information is also linked to the 12thman.com gameday website so the same consolidated information is presented. The app has year-round transportation and parking information for sports, cultural and community events.
- Use of the significant City of College Station investment – The City’s \$5 million upgrade in signals, controllers and monitoring cameras connected to the Traffic Control Center in 2014 provided gameday transportation operators with the ability to monitor traffic conditions and adjust traffic signal timing and officer instructions during entry and exit traffic flow to optimize the plan.
- Improved bus travel – Bus routes serve many apartment complexes, free off-campus parking spaces and all on-campus parking areas. Routes were designed to avoid most of the usual congestion spots, and the vehicle and pedestrian traffic routes were designed to facilitate bus travel with minimal staffing and resources.

Many specific routing and access designs help implement these broad philosophies:

- Jointly funded traffic operations plan: Together the City of College Station and Texas A&M Transportation Services fund the postgame traffic plan for placing barricades and positioning officers.
- Staff from A&M Transportation Services, the City of College Station, and Texas A&M Transportation Institute combine to monitor, analyze, and adapt to the changing gameday transportation situation using equipment in the College Station Traffic Control Center, Kyle Field Command Center and the Polo Road Building Control Center. From these locations the staff can direct officers and staff on the campus and city streets to adjust the transportation plan to fit the changing needs of spectators and the community.
- Wellborn Road contraflow: Four of the five lanes on Wellborn from George Bush Drive to Southwest Parkway are used in the southbound direction. Turns from Wellborn Road are prohibited in that section and about 85% of the green time is for southbound traffic. A tow truck is positioned near the north end of the corridor to respond to problems.

- Discovery Drive contraflow: All four lanes operate outbound from west campus. The non-signalized intersection of Research Parkway at Stotzer is closed to outbound traffic, and almost 4,000 parking spaces on west campus are directed out Discovery.
- FM 2818 at Holleman: Much more than half of the traffic from west campus uses this intersection to leave the area, so most of the green time at the 2818/Holleman intersection is given to FM 2818. Holleman travelers can use other routes to enter either the Wellborn contraflow lane or go south to Rock Prairie Road.
- University Drive green time during the postgame period: Approximately 3/4s of the green time at intersections east of Texas Avenue is dedicated to Kyle Field exiting traffic toward Highway 6.
- Park-and-ride bus service: The specific locations and routes have changed over the years, but the commitment to providing a free parking option and a close-to-Kyle drop-off location has been maintained. The service to downtown Bryan supported by the merchants and the city began in 2015 and has seen increased ridership every year.
- Ample parking and on-campus shuttle service: All the 27,000 on-campus gameday parking spaces are served by a bus route that stops near Kyle Field.
- Using simple directions to improve pedestrian safety, reduce traffic conflicts and creating better bus service. Vehicles are routed away from pedestrians and buses, and car traffic is separated in ways that reduce the amount of inefficient 'turn-taking.' On west campus, parking lots north of Kimbrough Boulevard/Research Parkway are generally routed north to Stotzer Parkway and lots to the south are generally routed to George Bush Drive. Kimbrough Blvd (the only east-west road on west campus) is not used as a through road but is used for four different traffic flows with empty pieces of road between. Most of Kimbrough Boulevard/Research Parkway is used to provide congestion-free bus service.
- Better communication with fans. The Destination Aggieland component of the Texas A&M mobile app and the gameday.12thman.com website, along with Facebook and Twitter accounts provide predictable routing maps and update information as needed. The fan site TexAgs is used to distribute information and to update fans on operating procedures before gamedays. The TexAgs channel was particularly useful in 2014 and 2015 when the plans were being refined, as it offers a chance for better dialogue and explanation than twitter or a web posting.
- Game evaluation reports are posted at tti.tamu.edu/kyle to provide fans and stakeholders with an overview of the performance of the plan. This site also contains all evaluation reports from past seasons.

Traffic Plan Performance Review

The policy approach from both on- and off-campus entities is to provide rapid response to incidents on gamedays and as much exiting capacity as practical to reduce the amount of time that traffic congestion affects postgame travel to homes, hotels, condos, restaurants, and entertainment venues. The on- and off-campus agencies have a goal of beginning to remove traffic controls within two hours postgame – a goal that has been accomplished for almost all games since 2014.

The major road system serving the Kyle Field exit traffic plan is analyzed before and after the game using traffic speed data. The percentage of about 43 miles of road (86 miles of directional road) that show slow-and-go or stop-and-go traffic congestion are estimated every 5 minutes to produce summary graphs. Congestion levels for Fall Semester evening commutes are provided for comparison.

- North-South Roads – Earl Rudder Freeway (SH 6), Texas Avenue, Wellborn Road
- East-West Roads – Villa Maria Road, University Drive/Stotzer Parkway, George Bush Drive, Harvey Road, William D Fitch Parkway (SH 40)
- Loop Road – Harvey Mitchell Parkway (FM 2818)

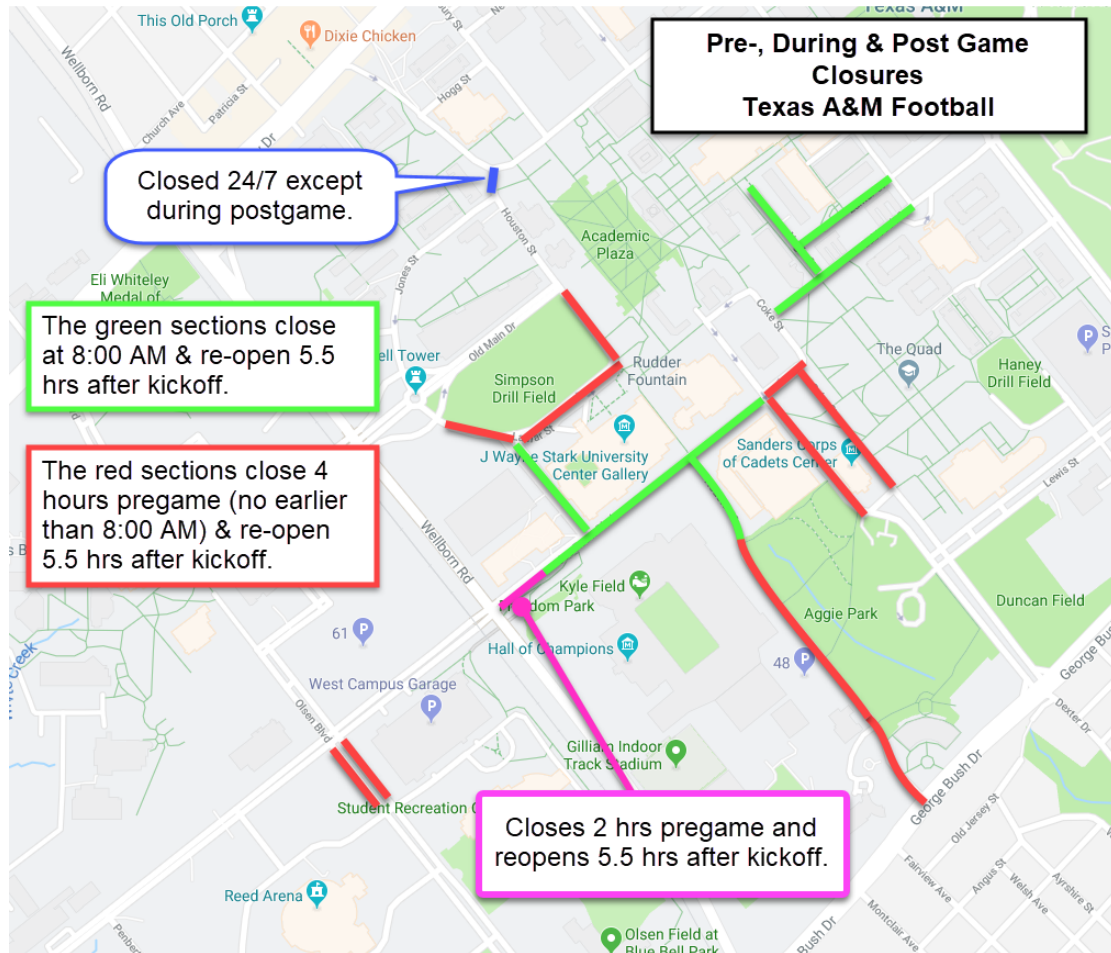
Congestion data for the 2013 Alabama game (nearest comparable pre-expansion crowd size to the renovated Kyle Field) are used as the comparison point for pre-transportation plan conditions. The 2013 transportation plan allowed fans much more freedom of choice for their gameday exit routes and did not have significant City of College Station investments. For the Alabama game in 2013, congestion did not peak for more than an hour postgame (vehicles could not get out of parking lots to the city streets) and congestion remained between 10 and 12 percent for about two hours. City staff was not able to begin removing traffic controls until 3½ hours postgame, and some intersections still had significant gameday traffic at 4 hours postgame. The lower congestion level “peak” point was caused by the exiting vehicles not being able to reach much of the city street network due to the near-campus bottlenecks that could not be resolved with the limited resources of that era.

Congestion patterns change with attendance, start and end times, opponent, weather conditions, and game score. The key goal is to remove the traffic controls as soon as possible so that regular travel patterns can resume, although some congestion will exist. The plan is designed to return conditions to those like weekday afternoon peak traffic.

Pregame Traffic Congestion

The parking entry process begins with information to help fans find the right parking area and/or shuttle route, the best route and arrival time, the range of entertainment options on gamedays and then uses lot entry procedures that attempt to minimize the congestion caused by the payment and permit checking process. A set of pedestrian safety road closures as kickoff approaches (Exhibit 12) removes many vehicle-pedestrian conflicts, improves the gameday environment and reduces the on-campus traffic congestion.

Exhibit 12. Pregame Road Closure and Restricted Access Areas



Appendix B – Historical Gameday Statistics

Exhibit 7. Campus Parking and Bus Ridership During Football Gamedays – 2013 to 2023

2013	Ridership	Parking	2014	Ridership	Parking	2015	Ridership	Parking
Rice	14,040	17,820	Lamar	25,720	21,400	Ball State	34,050	22,160
Sam Houston	16,820	19,410	Rice	24,800	20,970	Nevada	28,610	19,320
Alabama	22,490	23,700	Univ Miss	31,010	23,630	Miss State	32,840	22,440
SMU	11,360	18,910	LA Monroe	23,370	18,740	Alabama	33,900	23,590
Auburn	12,810	20,110	Missouri	31,070	21,070	So Carolina	23,030	18,450
Vanderbilt	10,490	17,700	LSU	27,670	21,130	Auburn	29,590	21,990
UT-El Paso	10,440	19,560				W Carolina	28,750	20,530
Miss State	12,820	19,460						
Total	111,270	156,670		163,640	126,940		210,770	148,480
<i>Typical</i>	<i>12,680</i>	<i>19,000</i>		<i>27,270</i>	<i>21,640</i>		<i>31,290</i>	<i>21,670</i>

2016	Ridership	Parking	2017	Ridership	Parking	2018	Ridership	Parking
UCLA	30,340	21,970	Nicholls St	26,680	20,280	NW State	18,080	17,250
PVAMU	23,330	18,090	Louisiana	23,590	17,560	Clemson	27,730	23,520
Tennessee	32,320	24,520	So Carolina	25,340	21,630	LA-Monroe	23,100	21,140
New Mex St	27,290	21,520	Alabama	29,060	22,690	Kentucky	27,010	22,970
Univ Miss	30,490	23,950	Miss State	25,460	21,430	Univ Miss	25,710	20,480
UTSA	27,010	19,380	Auburn	25,620	19,810	AL-B'ham	25,030	21,600
LSU	26,150	20,850	NMexico	26,600	21,040	LSU	24,420	22,540
Total	196,930	150,280		182,350	144,440		171,080	149,500
<i>Typical</i>	<i>28,940</i>	<i>22,030</i>		<i>26,460</i>	<i>21,150</i>		<i>25,500</i>	<i>22,040</i>

2019	Ridership	Parking	2021	Ridership	Parking	2022	Ridership	Parking
Texas State	18,820	16,710	Kent St	21,670	18,400	Sam Hous St	25,565	19,340
Lamar	24,130	20,330	New Mexico	19,750	17,020	App State	23,795	19,400
Auburn	28,500	21,490	MS State	20,550	19,490	Miami	25,635	23,830
Alabama	29,700	22,390	Alabama	22,100	22,330	U Miss	24,375	23,030
Miss State	24,250	18,990	So Carolina	22,490	20,640	Florida	21,785	19,965
UTSA	25,280	18,660	Auburn	25,520	22,090	U Mass	17,220	17,085
So Carolina	28,870	22,100	PVAMU	22,190	18,420	LSU	21,910	21,365
Total	179,550	140,670		154,270	138,390		160,285	144,015
<i>Typical</i>	<i>26,790</i>	<i>20,660</i>		<i>22,060</i>	<i>20,230</i>		<i>23,845</i>	<i>21,155</i>

2023	Ridership	Parking	
New Mexico	26,205	18,920	
LA-Monroe	22,075	17,475	
Auburn	27,285	18,965	
Alabama	26,915	20,740	
So Carolina	22,620	18,725	
Miss State	27,870	20,805	
ACU	25,120	18,000	Kickoff Time
			Earlier than 12:30 p.m.
Total	178,090	133,630	Between 12:30 and 5:00 p.m.
<i>Typical</i>	<i>25,440</i>	<i>19,090</i>	After 5:00 p.m.