



TEXAS A&M UNIVERSITY
Transportation Services

Transportation Services Mobility Plan Update

April 6, 2022

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Texas A&M University Transportation Services



WALKER
CONSULTANTS



TEXAS A&M UNIVERSITY
Transportation Services

DRAFT

Transportation Mobility Master Plan

Texas A&M University
College Station, TX

February 2022





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Overview



Scope

Mobility analysis includes:

- Engagement
- Transit and Microtransit
- Cycling and Walking
- Placemaking, Micromobility, and Curb Management
- Transportation Demand Management (TDM)
- Parking Demand
- Peer Review





Objectives

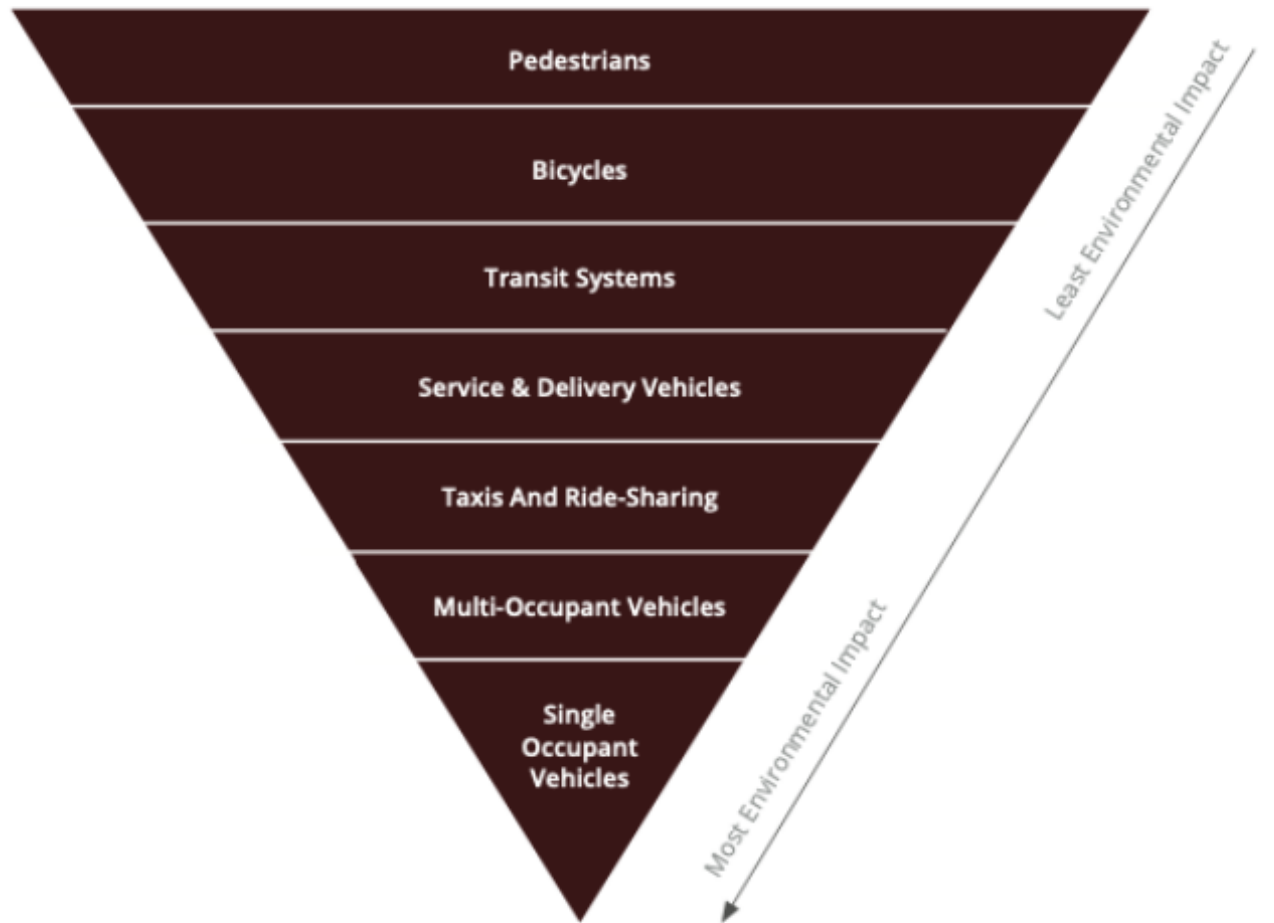
- Right-size transportation options based on anticipated future demand (post-pandemic future)
- Allow for a variety of feasible mobility options for all users
- Encourage faculty and staff to use modes outside of single-occupant vehicles
- Improve access and decrease congestion
- Support financial stability of auxiliary





Guiding Principle

Figure 31: Transportation Mode Hierarchy



Alignment with 2017
Campus Master Plan



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Stakeholder Engagement



Engagement

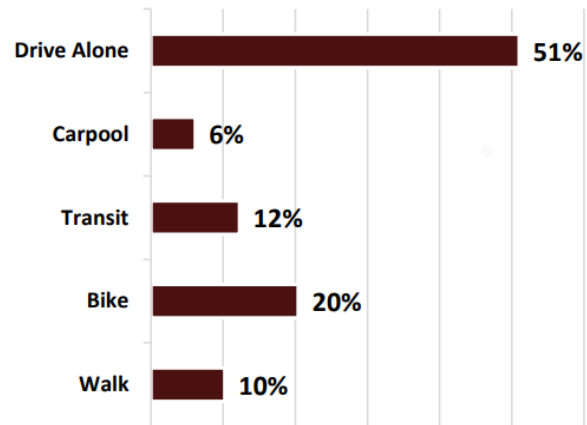




Engagement

Figure 1: Quick Poll Question

What mode of Transportation did you use to get to campus today?



How many times a week do you use a bike to get around campus?

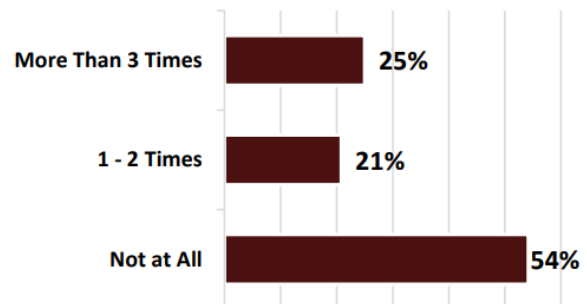
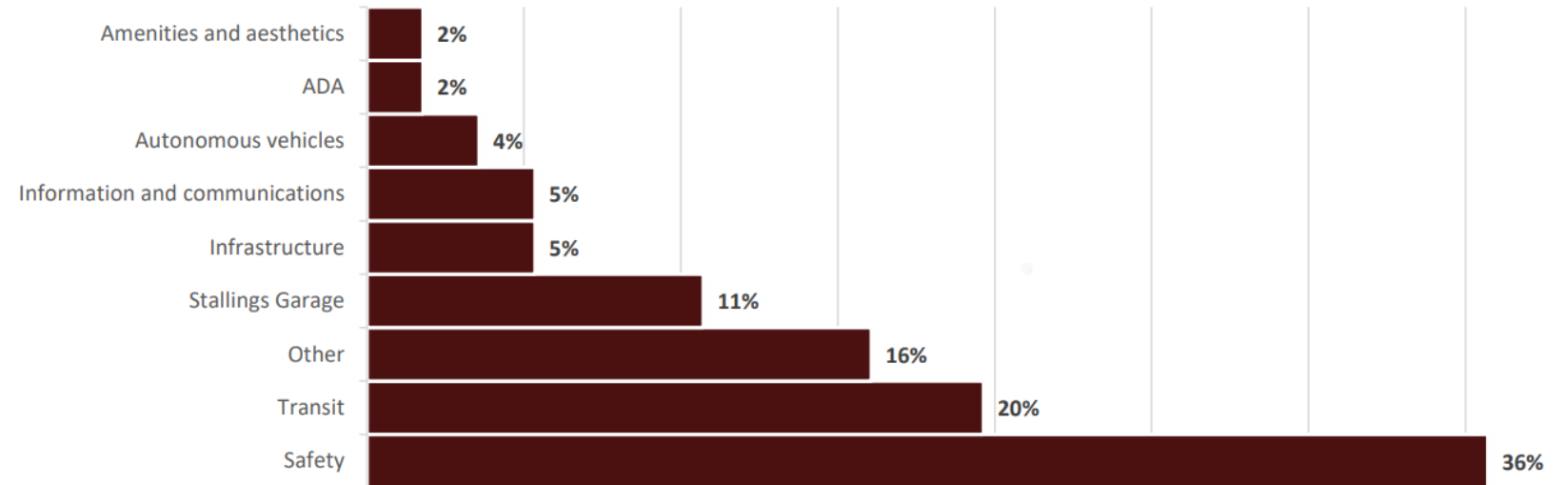


Figure 76: Current Issues and Challenges Percentage Summary





Engagement

Figure 6: Chamber Transportation Committee Mural

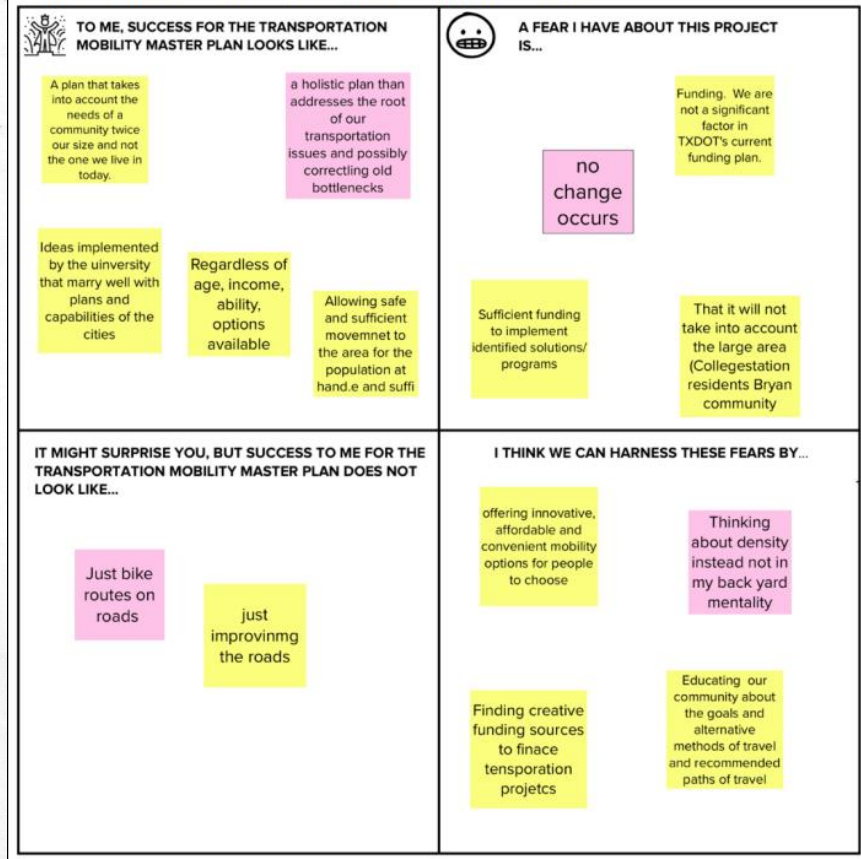


Figure 7: Regional Congestion Group Mural

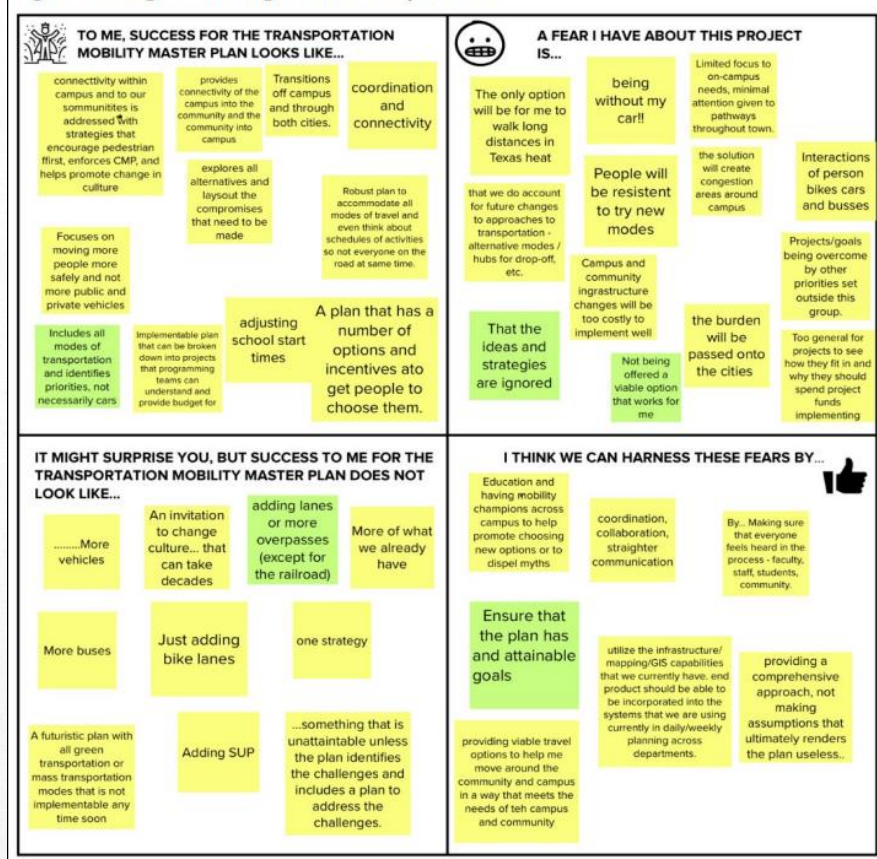


Figure 12: Transportation Services Leadership Team Mural

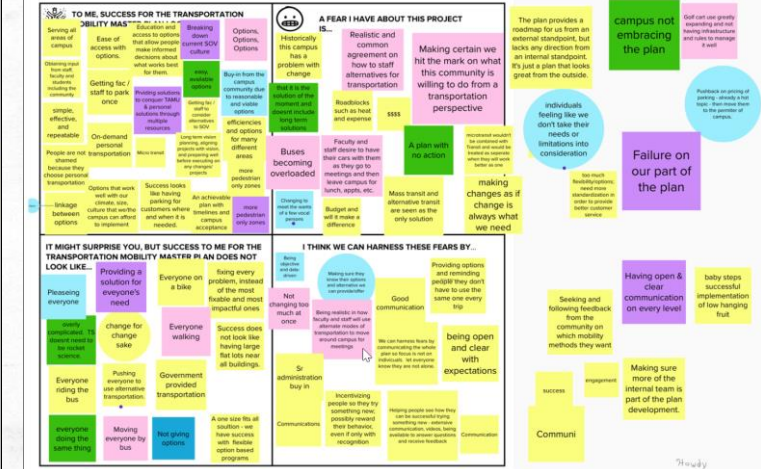


Figure 9: Texas A&M - ITE and WTS Mural

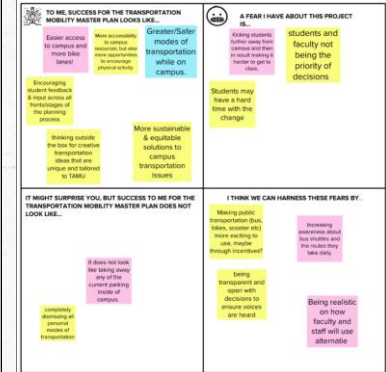
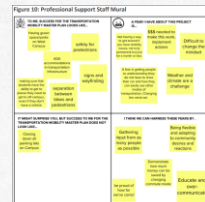
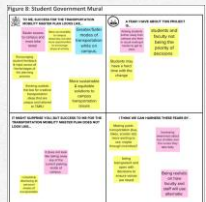
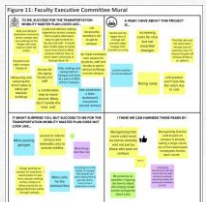


Figure 13: Transportation Services Advisory Committee Mural





Stakeholder Engagement Highlights

➤ Safety –

- Dangerous interactions amongst vehicles, buses, bicycles and pedestrians
- Bikes using sidewalks instead of the roadway
- High traffic volumes on perimeter roads
- Through traffic connections that lead to congestion and a large number of conflict points with pedestrians and bicyclists

➤ Infrastructure –

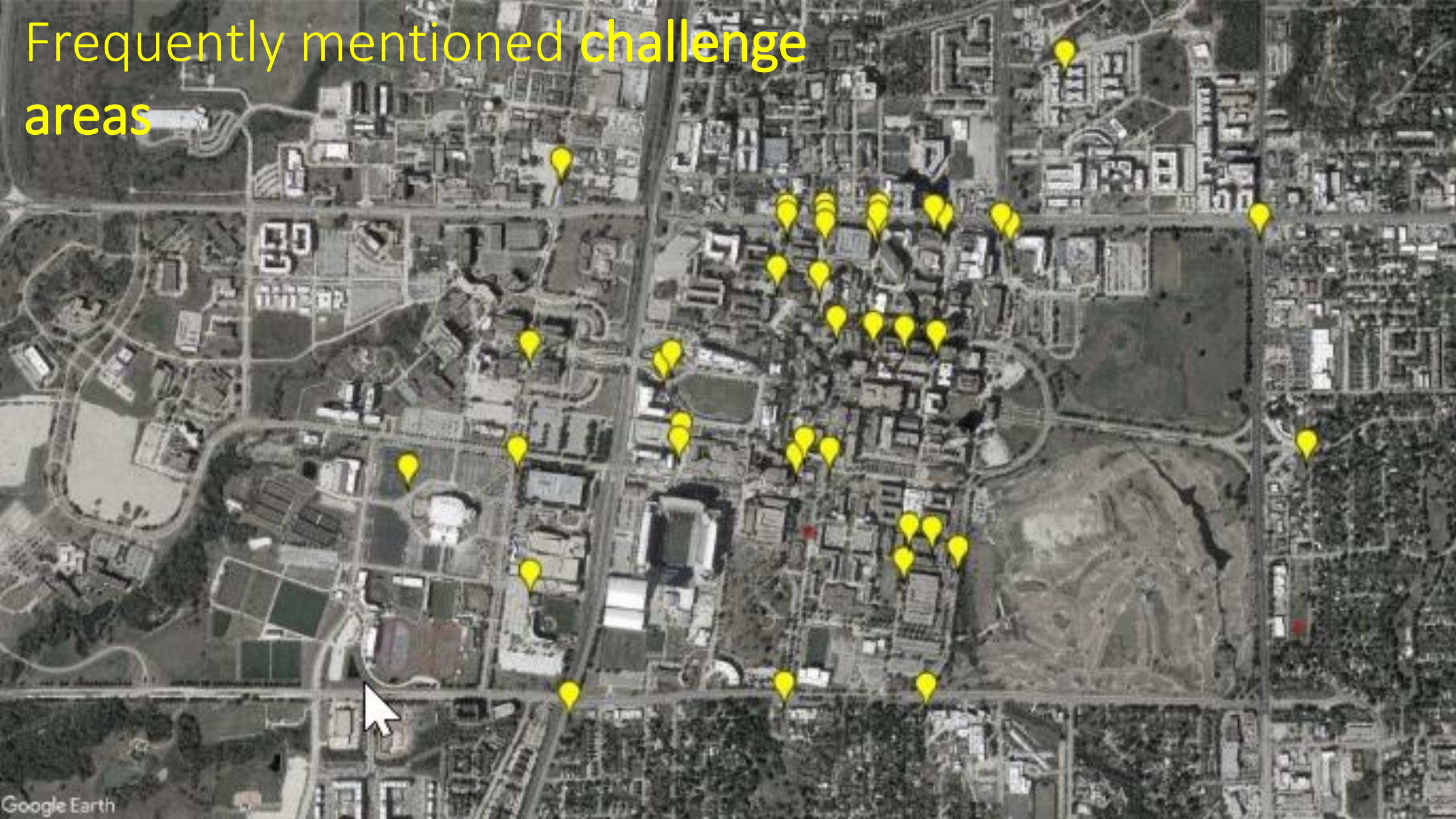
- Inadequate design and maintenance of facilities
- Roads, pathways, sidewalk surface conditions, lack of signalized intersections, and inadequate bicycle/pedestrian crossing controls

➤ Gene Stallings Boulevard and Stallings Garage –conflict points due to large traffic volumes of vehicles, pedestrians and bicycles

➤ Transit –

- Overcrowding and wait time for buses
- Inadequate number of buses on routes, providing service that is too infrequent and overcrowding on popular routes with crushing loads on buses
- Poor maintenance of buses

Frequently mentioned challenge areas

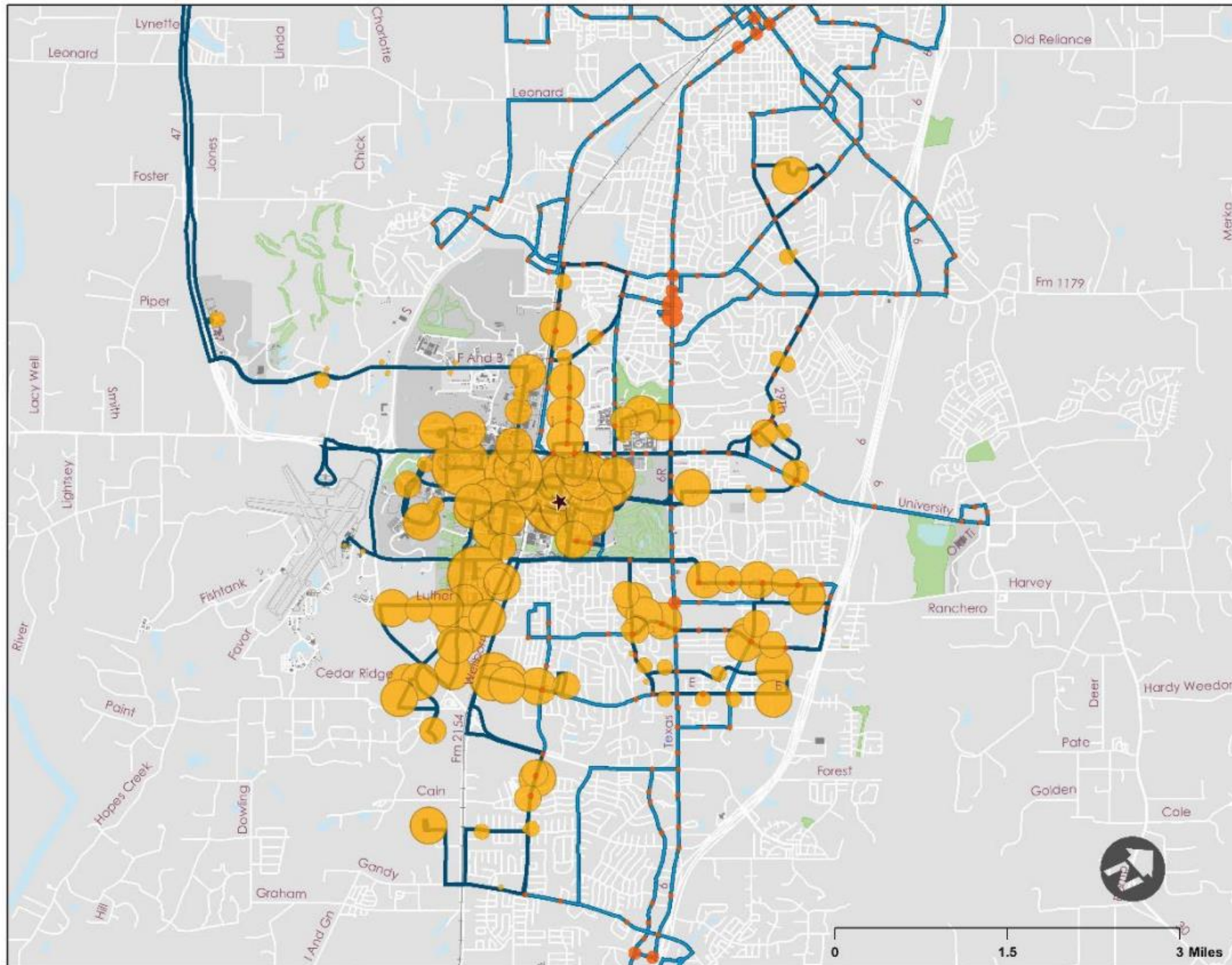




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Data Analysis

Figure 17: Boarding by Stop Including Off-Campus



TAMU & BTD Daily Boardings per Stop

Legend

Brazos Transit District Boardings

- 1 - 10
- 11 - 50
- 51 - 90

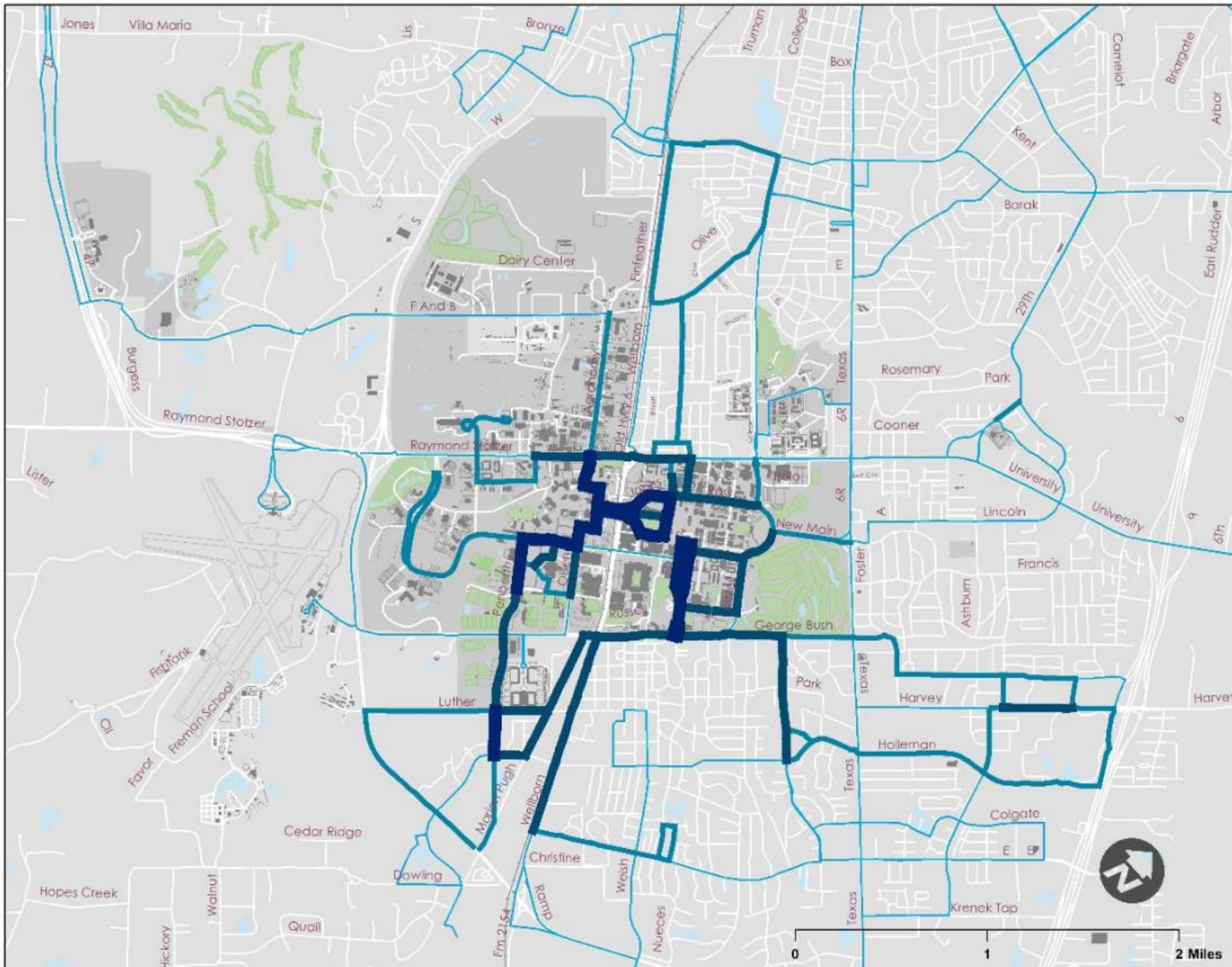
Aggie Spirit Transit Boardings

- 1 - 10
- 11 - 50
- 51 - 100
- 101 - 500
- 501 - 1,000
- 1,001 - 2,000
- 2,000 - 8,000

- TAMU Bus Routes
- BTD Bus Routes
- Campus Buildings
- Parking Lots & Garages
- Campus Boundary

Data Sources:
TAMU and BTD routes, stops, and passenger activity data for October 2019

Figure 15: Texas A&M and BTD Service by Frequency Including Off-Campus

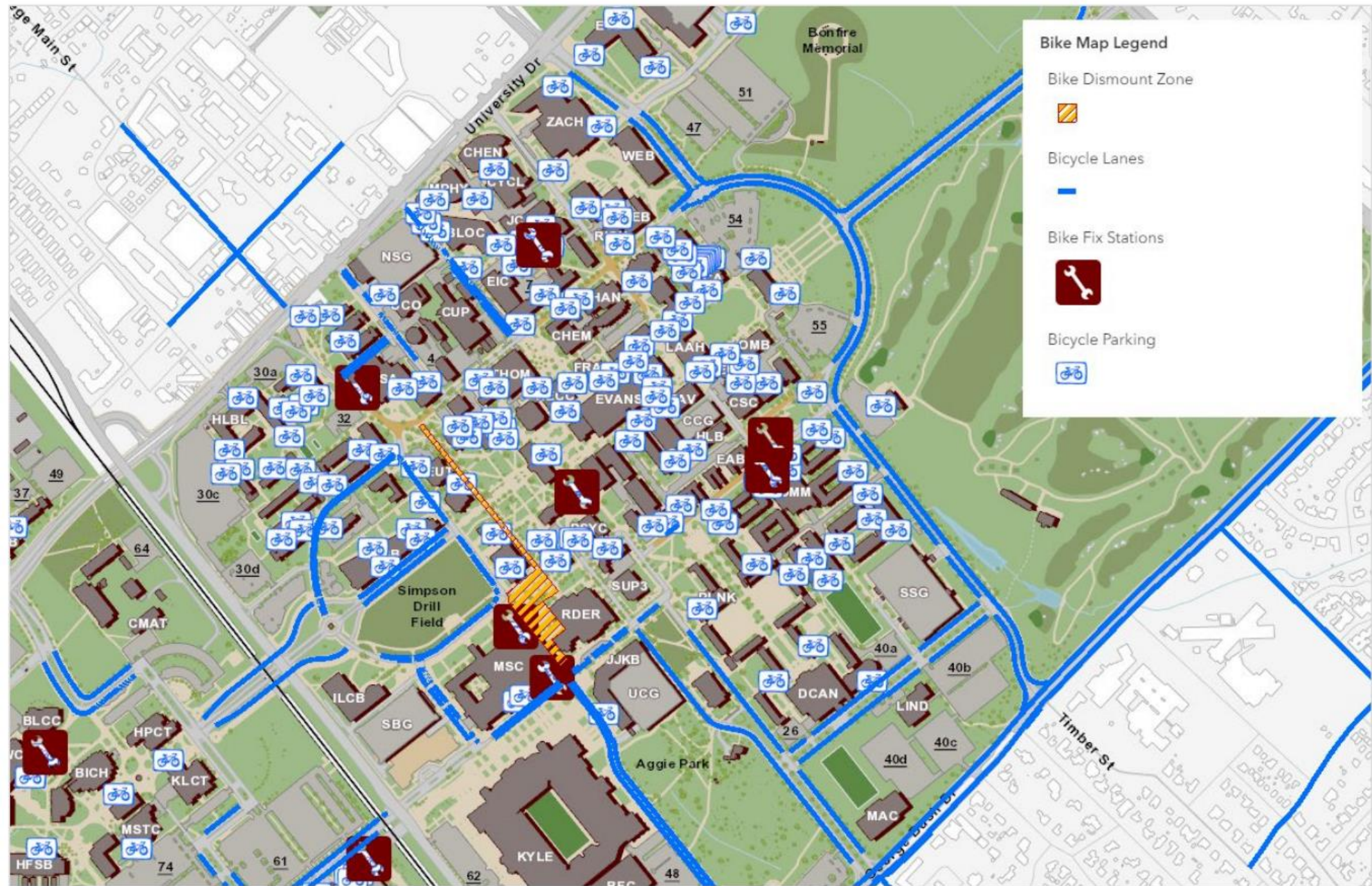


TAMU & BTD Transit Service Frequency Analysis

Legend

- Buses per Hour (average frequency)*
- 1 - 6 (more than 10 minutes)
 - 7 - 12 (5 to 10 minutes)
 - 13 - 30 (2 to 5 minutes)
 - 31 - 75 (less than 2 minutes)
- Campus Buildings
 - Parking Lots & Garages
 - Campus Boundary
 - Parks, Sports & Rec. Fields

Figure 46 Bicycling Infrastructure Near Core of Campus

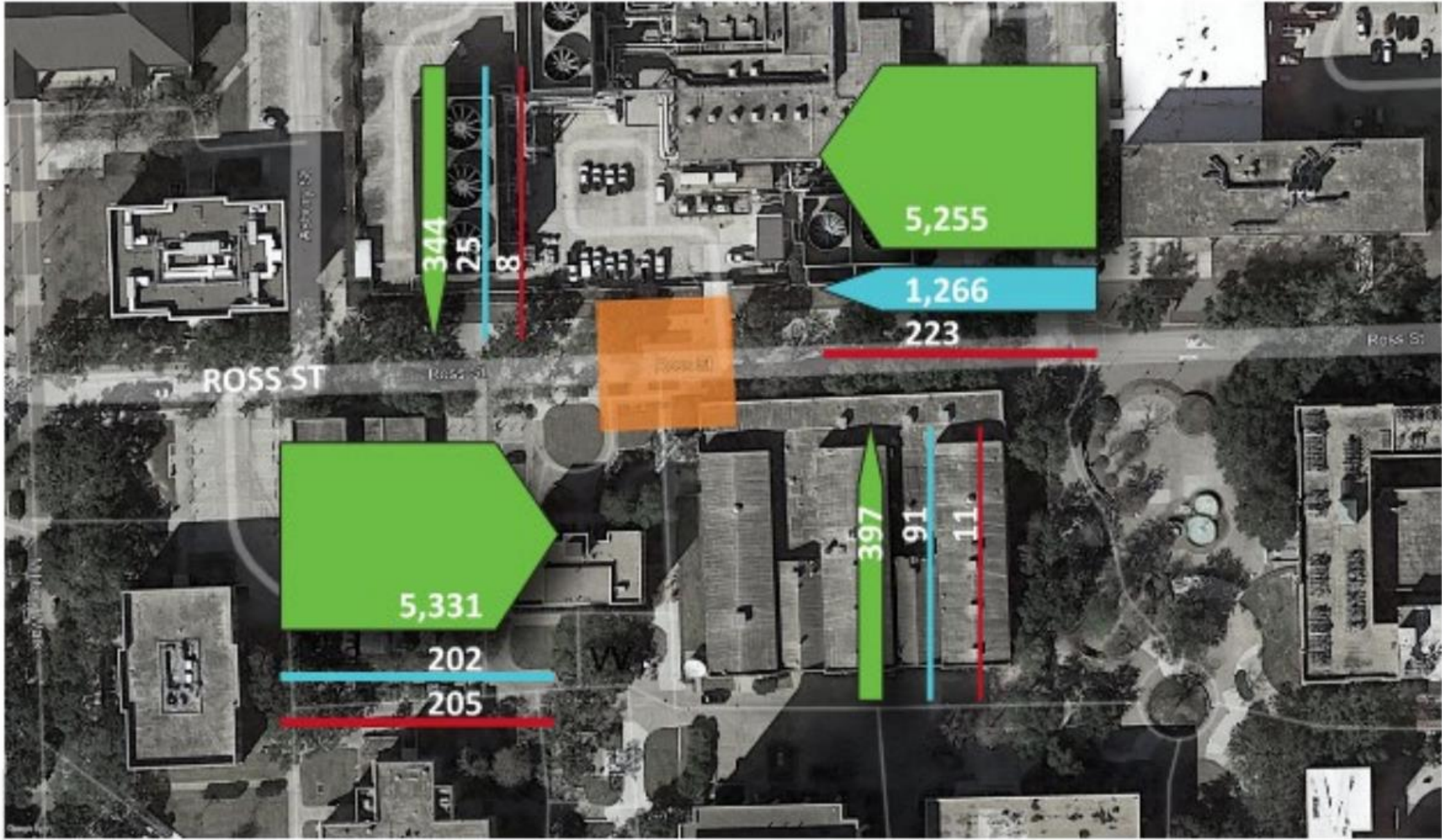




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Field Observations

Figure 112: Traffic volumes on Ross Street between Asbury and Ireland Streets



- ACTIVE TRANSPORTATION
- PRIVATE VEHICLE
- TAMU VEHICLE



Field Observation



Proposed Enhanced Bike Lane – Pickard Pass



Modified Vehicular Entrance— Parking Lot 51



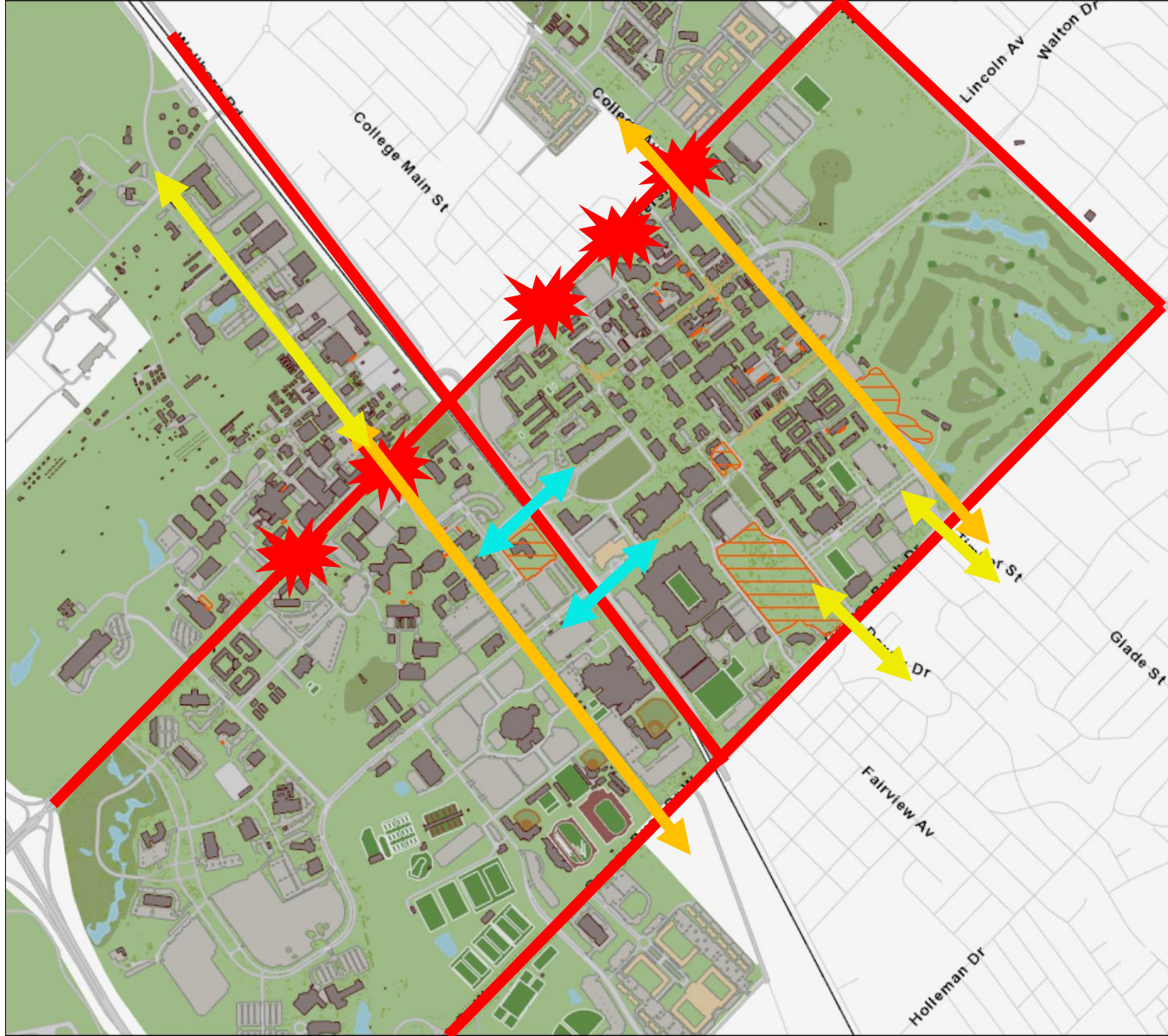
Field Observation



Temporary Curb Bump Outs - Bizzell Street and Polo Road



Enhanced Pedestrian Crossing—Parking Lot 51



Campus Network Feedback

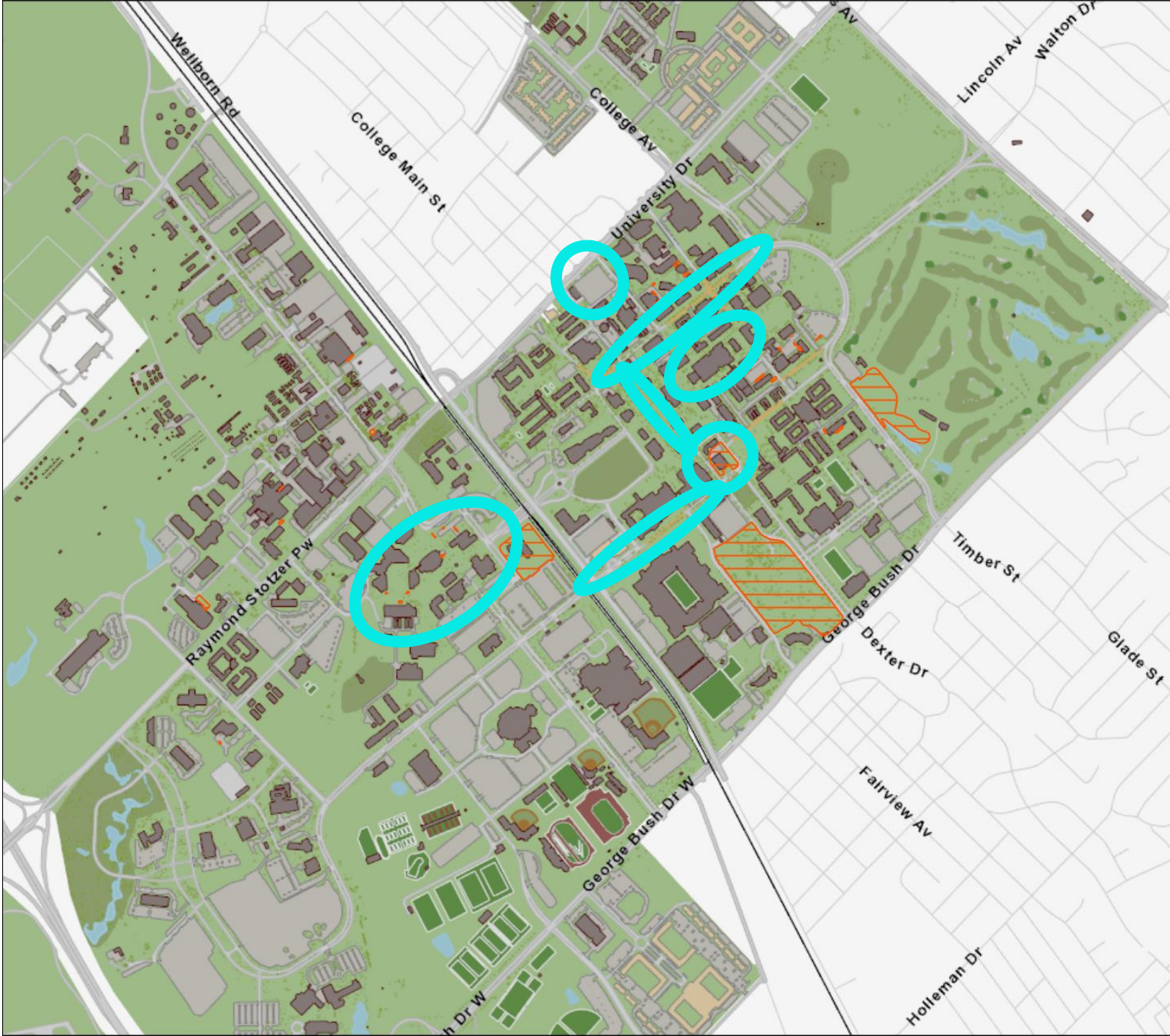
Conflicts & Pinch Points



Generally the product of inadequate design solutions, lack of dedicated facilities or disconnections between facilities and not necessarily the product of particularly bad behaviors



Elements that need improvement



Existing best practices



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Phase 3

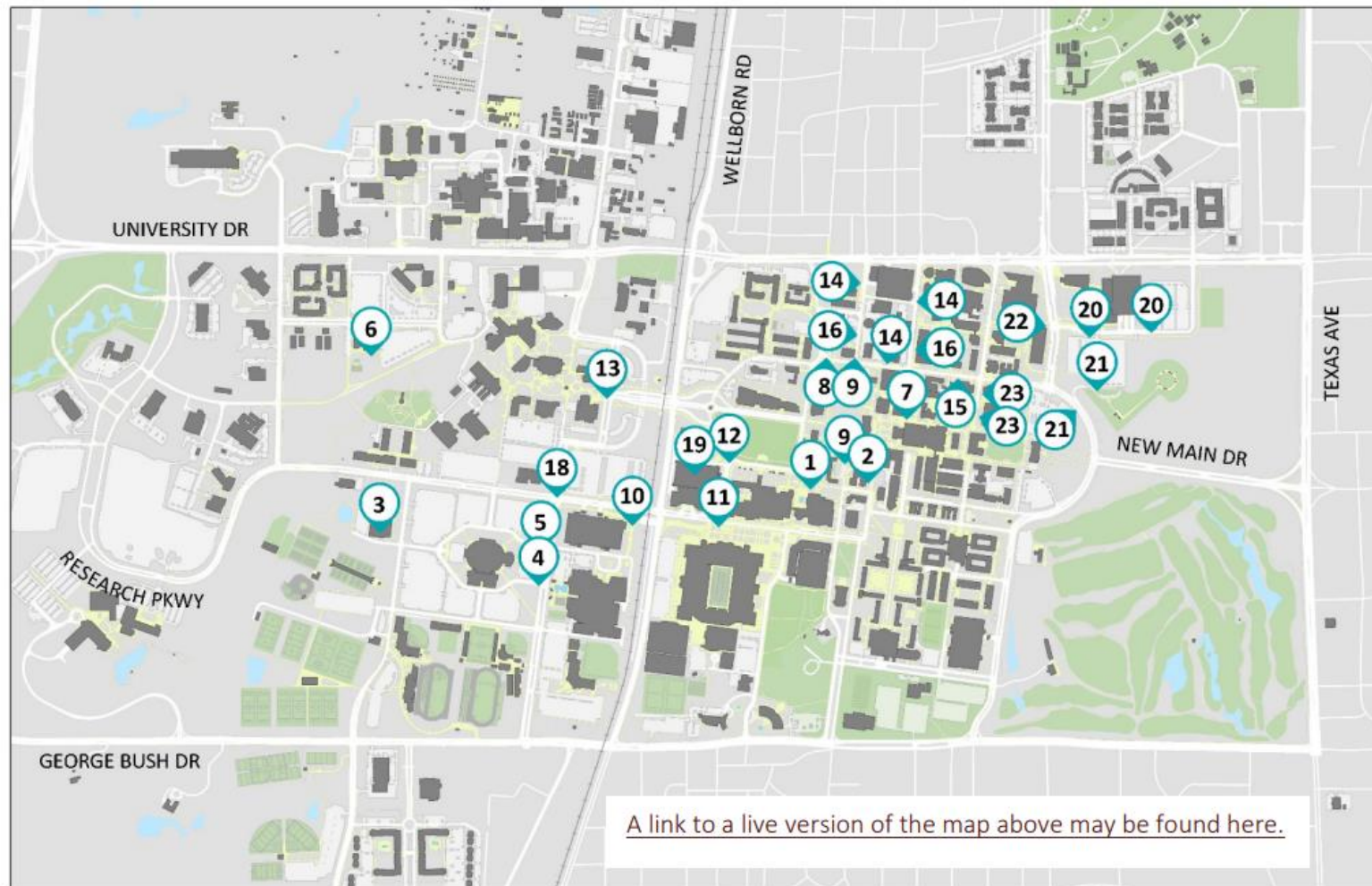
Plan Development and Path Forward

Phase 3 – Plan Development & Path Forward

Plan Development Highlights

- Creating multifunctional **plazas** to sort out conflicts
- Solving design **details** to make it easier to walk
- Connecting and continuing bike **routes**
- Creating respite spaces for re-charge or **microclimates**
- Upgrading Aggie Spirit bus service with a few improvements

Figure 88: Design Interventions Key Map



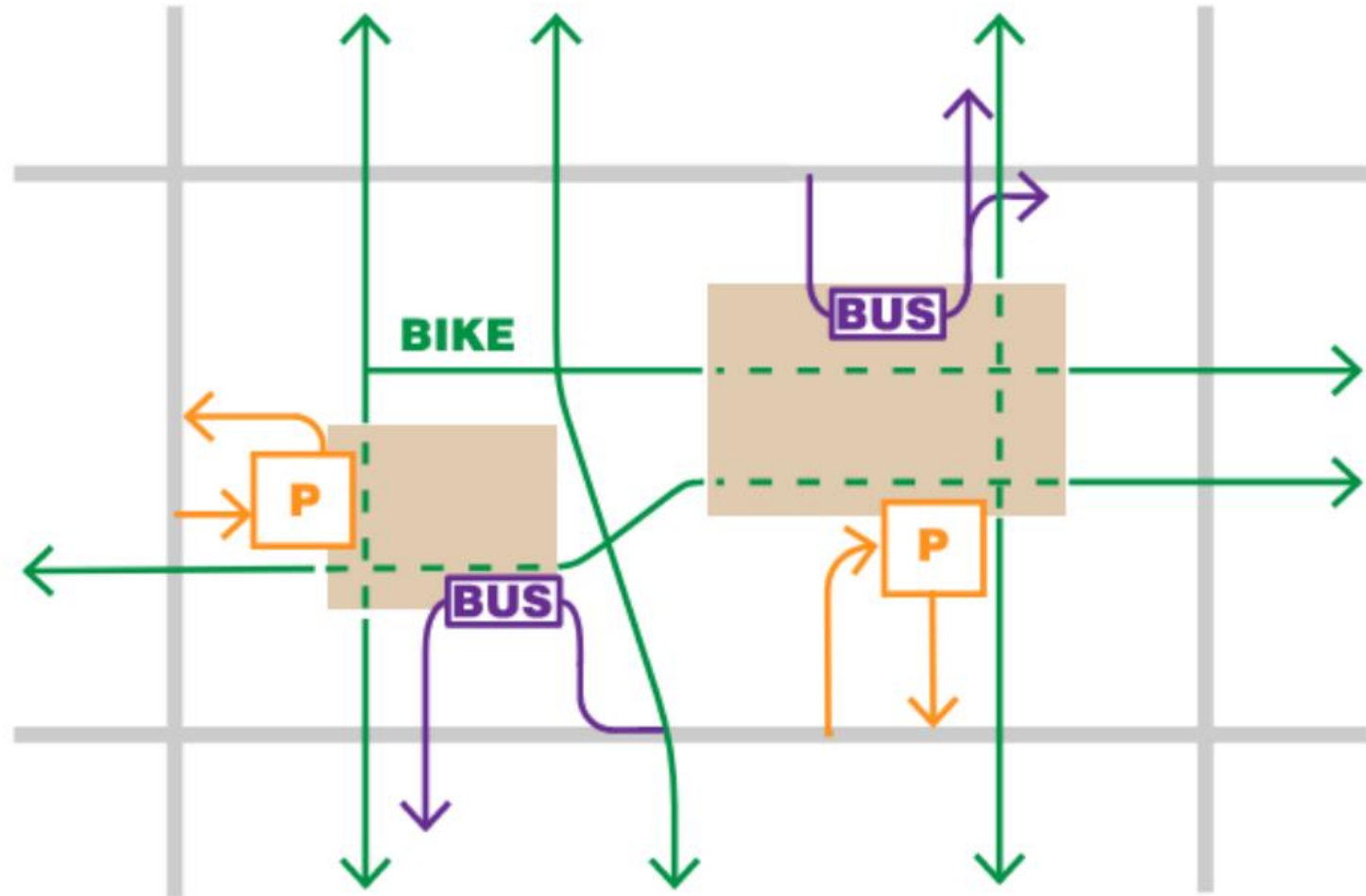
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DESIGN CONCEPTS & INTERVENTIONS**

- 1) Pedestrian and bike paths at Military Walk & Rudder Plaza
- 2) Lot 19 Pedestrian Plaza
- 3) Lot 100 Bus Stop and Crossing at Physical Education Building
- 4) Reed Arena to Student Recreation Center Path and Crossing
- 5) Olsen Blvd Two-Way Bike Path
- 6) Ped and Bike Path to White Creek Community Center
- 7) Evans Library and Anthropology Building walkway
- 8) Raised Pedestrian and Bike Crossing at Military Walk at Fish Pond
- 9) Lot 10 to Lot 19 Bikeway – alternative to Military Walk
- 10) Pickard Pass Blind Spot Channelization
- 11) Gene Stallings and Joe Routh BI Bike Route Connection
- 12) Gene Stallings and Lamar Bike Route Connection
- 13) Olsen Bl and Old Main Dr Bike Crossings
- 14) Ireland St and Asbury St Bus Lane
- 15) Ross Street Pedestrianization (between Sbisa and Ireland)
- 16) Ross/Asbury and Ross/Ireland gate relocations
- 17) Ross Street sidewalk extension (between Spence and Ireland)
- 18) Olsen and Kimbrough BI Traffic Diverter
- 19) New Stallings Garage exit to Wellborn Rd
- 20) Lot 47/51 Entry & Exit – short term solution
- 21) Lot 47/51 Entry & Exit – long term solution
- 22) solution
Bizzell St and Polo Rd intersection
- 23) reduction
Spence St pedestrianization and plaza

Design Principles & Concepts

- Restrict vehicle traffic
- Concentrate bus service at key access points
- Develop continuous and connected bicycle facilities

Figure 83: Mobility Network Design Principles





Creating multifunctional plazas to sort out conflicts

Lot 19



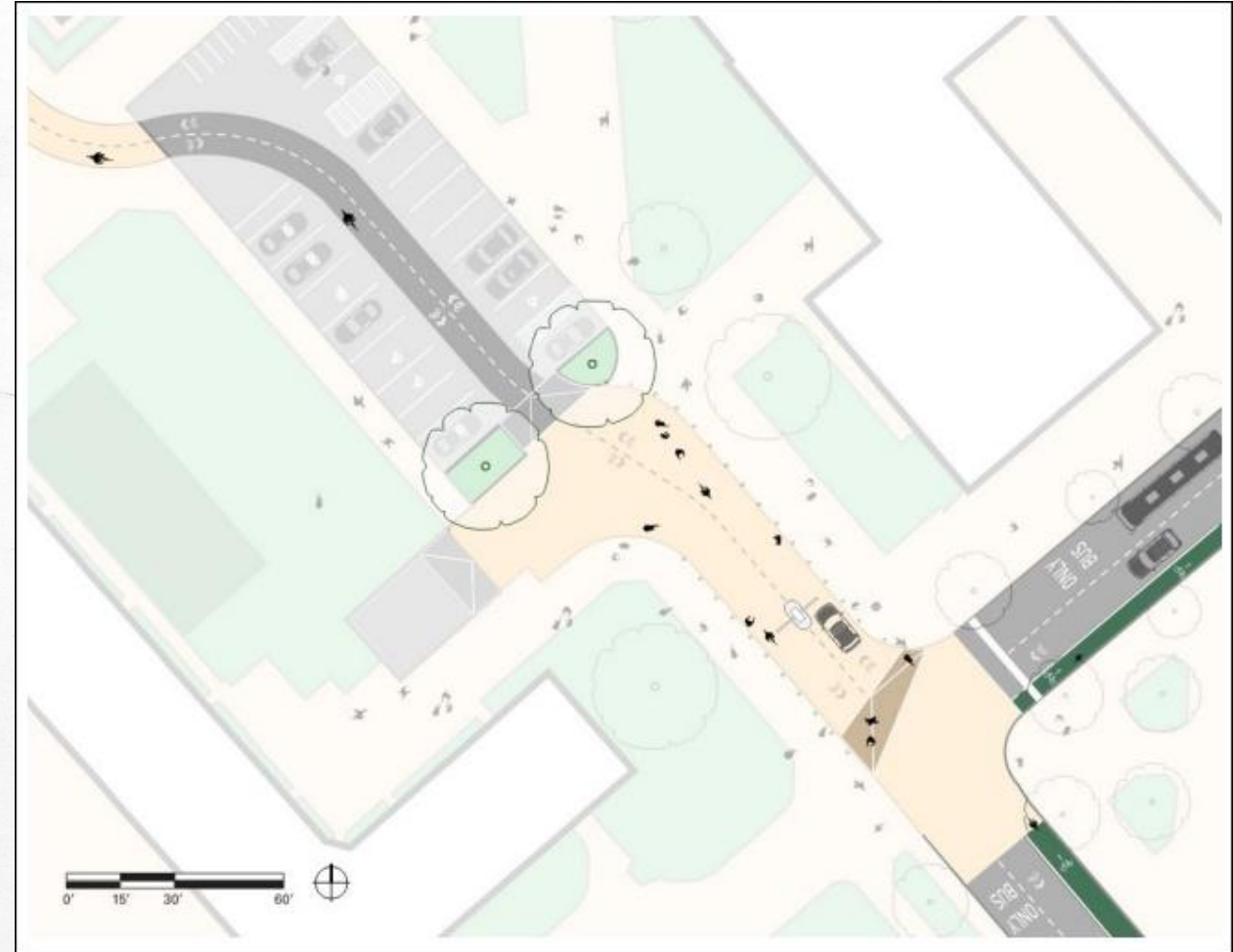


Creating multifunctional plazas to sort out conflicts

Figure 91: Conceptual Redesign of **Lot 19** Entrance as Pedestrian Plaza



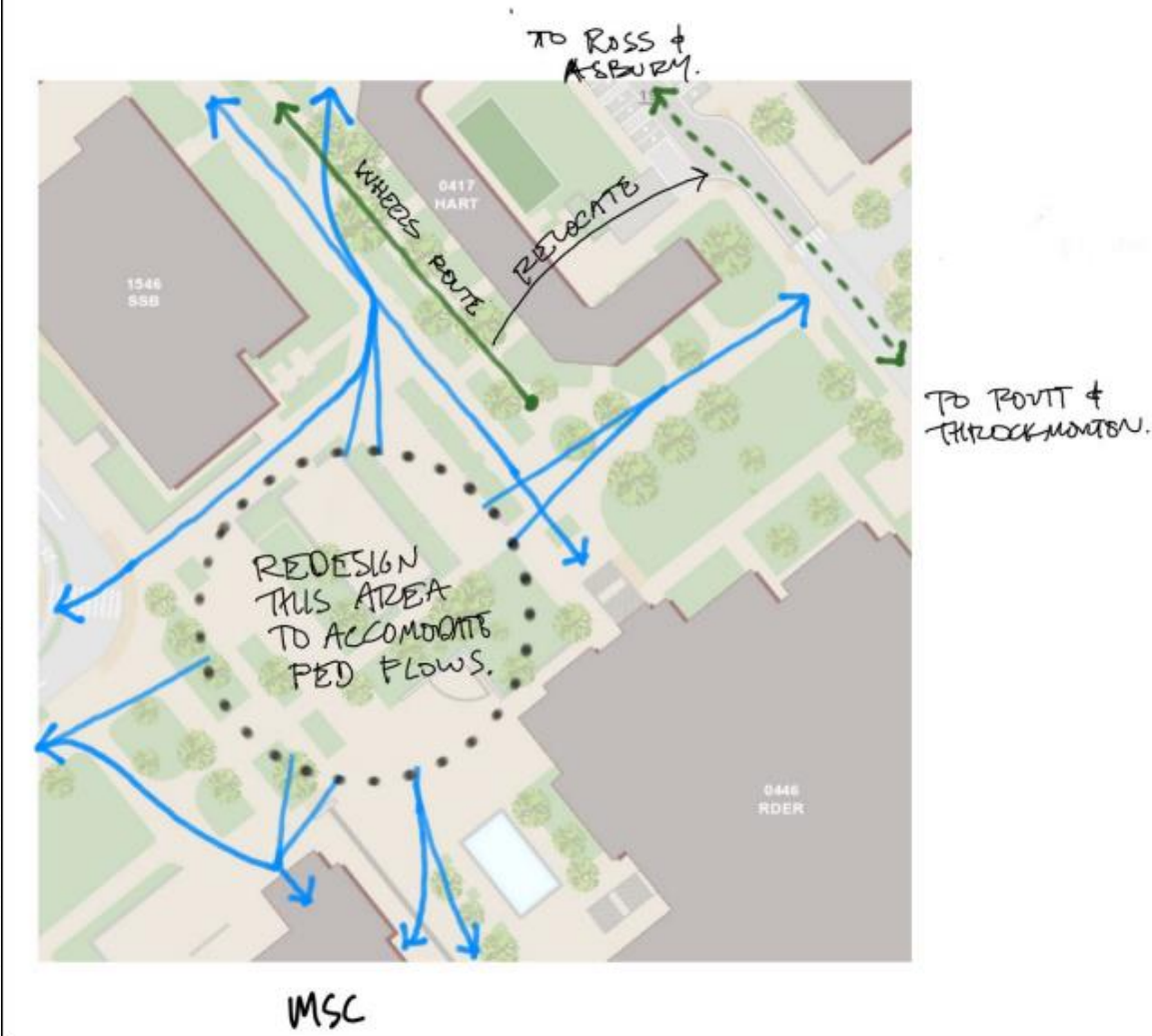
Lot 19





Creating multifunctional plazas to sort out conflicts

Figure 89: End of Military Walk at Rudder Tower



Southern end of
Military Walk



Creating multifunctional plazas to sort out conflicts

Figure 90: Conceptual Redesign of Area between MSC and Trigon



Southern end of
Military Walk



Creating multifunctional plazas to sort out conflicts



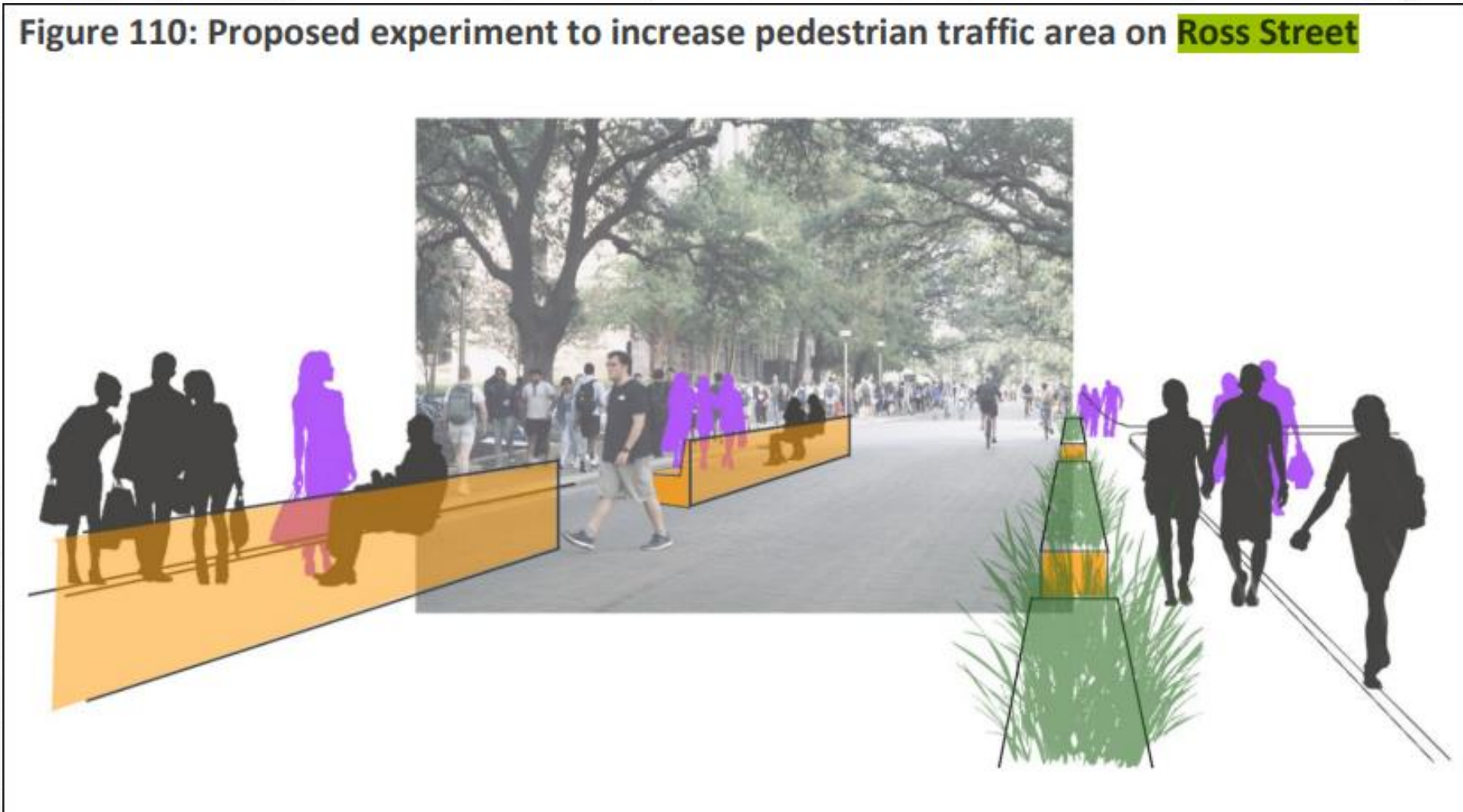
Ross Street





Creating multifunctional plazas to sort out conflicts

Figure 110: Proposed experiment to increase pedestrian traffic area on **Ross Street**



Ross Street

Figure 92: Walkway at PEAP across Penberthy Boulevard



Figure 101: Bike roundabout concept at Gene Stallings and Joe Routt Boulevard

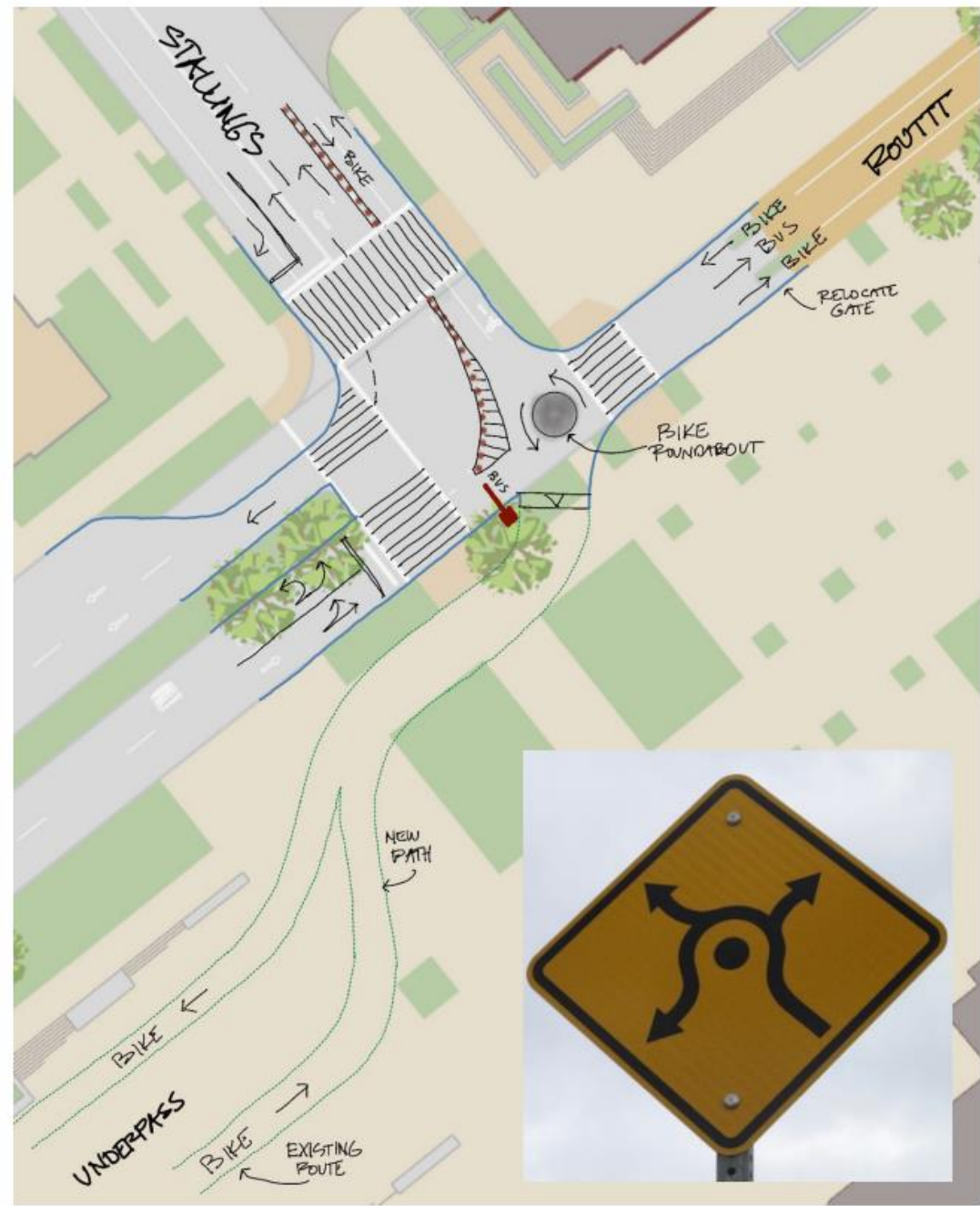
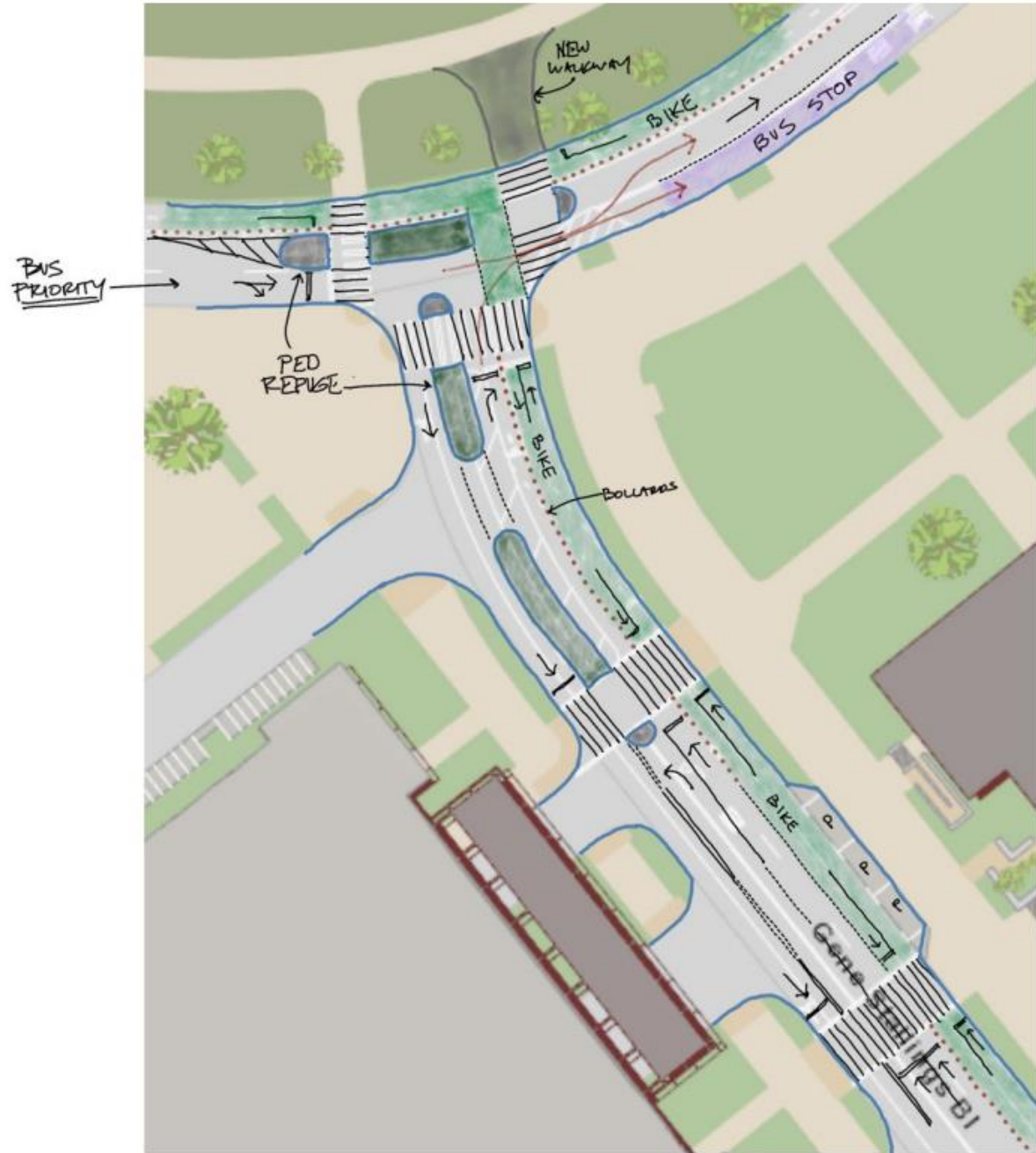


Figure 104: Lamar Street pedestrian/bike and transit protection and prioritization





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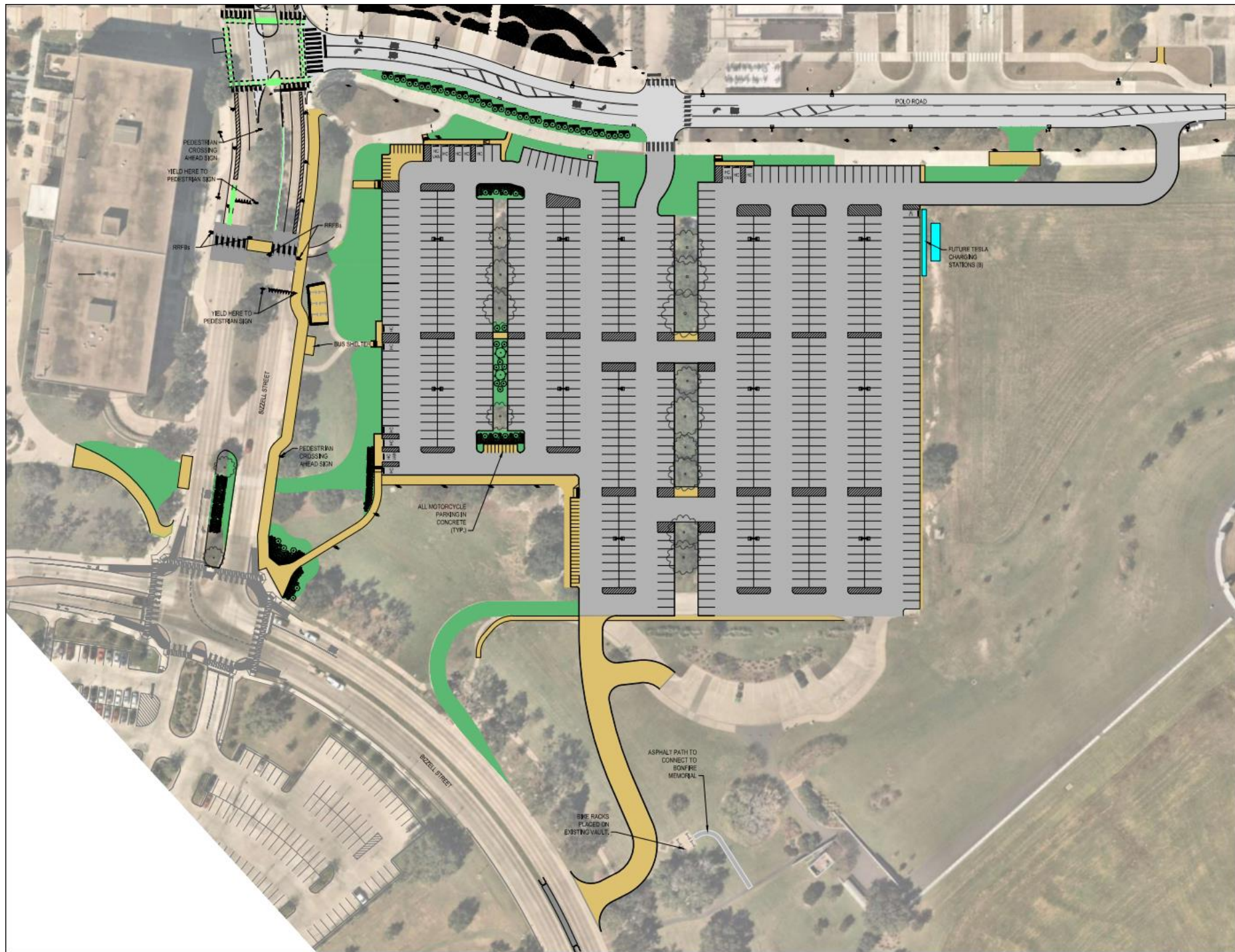
Next Steps



Next Steps

Transportation Services:

- Provided feedback to Walker Consultants
- Already considering plan concepts in scheduled renovations





Next Steps

Transportation Services:

- Provided feedback to Walker Consultants
- Already considering plan concepts in scheduled renovations
- Receive and publish final plan
- Consider stakeholder feedback
- Implementation