

TDM IMPACT ON PUBLIC SECTOR TEXAS A&M UNIVERSITY

Debbie Hoffmann, Director
Transportation Services



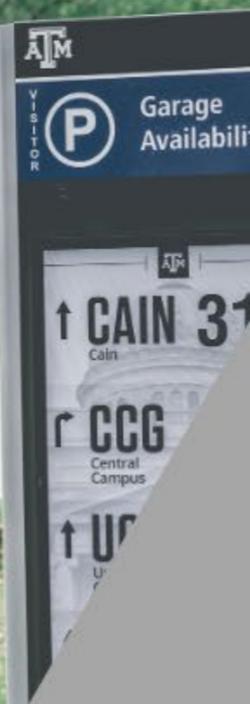
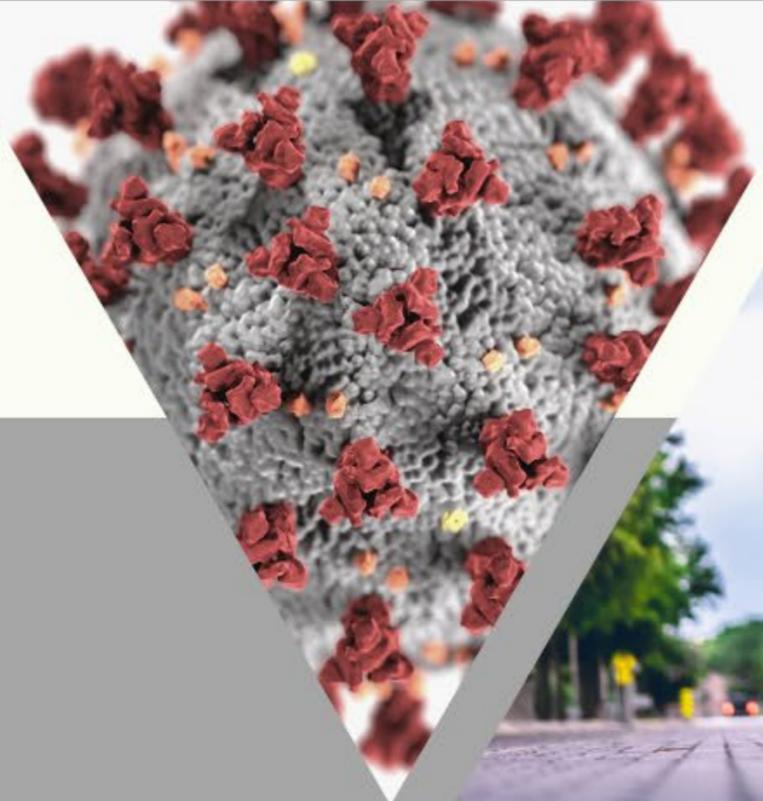
TEXAS A&M UNIVERSITY

- Public Land Grant University
- Manage parking, transit and fleet services
- Over 5,200 acres
- Over 63,000 students; 12,000 employees
- 35,225 parking spaces; 6 garages; over 120 lots
- 175 budgeted employees; 325 student and wage employees



COVID Impact to Operations

- Classes moved to online only starting mid-March – August
- Campus remained “open” and transportation-related services deemed essential





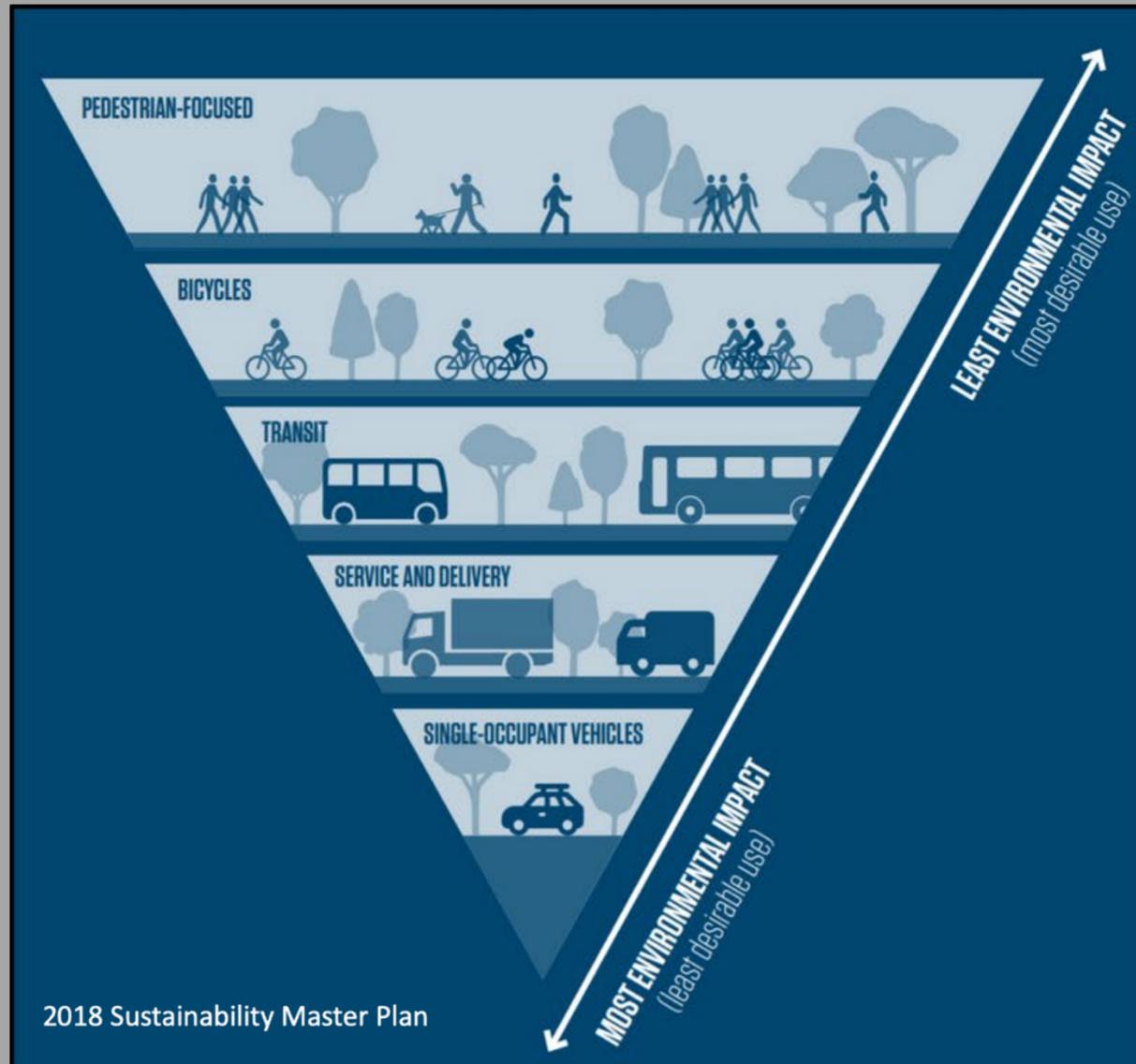
Service, operational focus on safety

- Employees – Alternative Work Location (AWL), partitions, PPE, sanitization, heavy IT and HR support for handling impacts of COVID, but not illness-related (*child care, no computer access from home*)
- Customers (*Parking, Transit, Alternatives*)

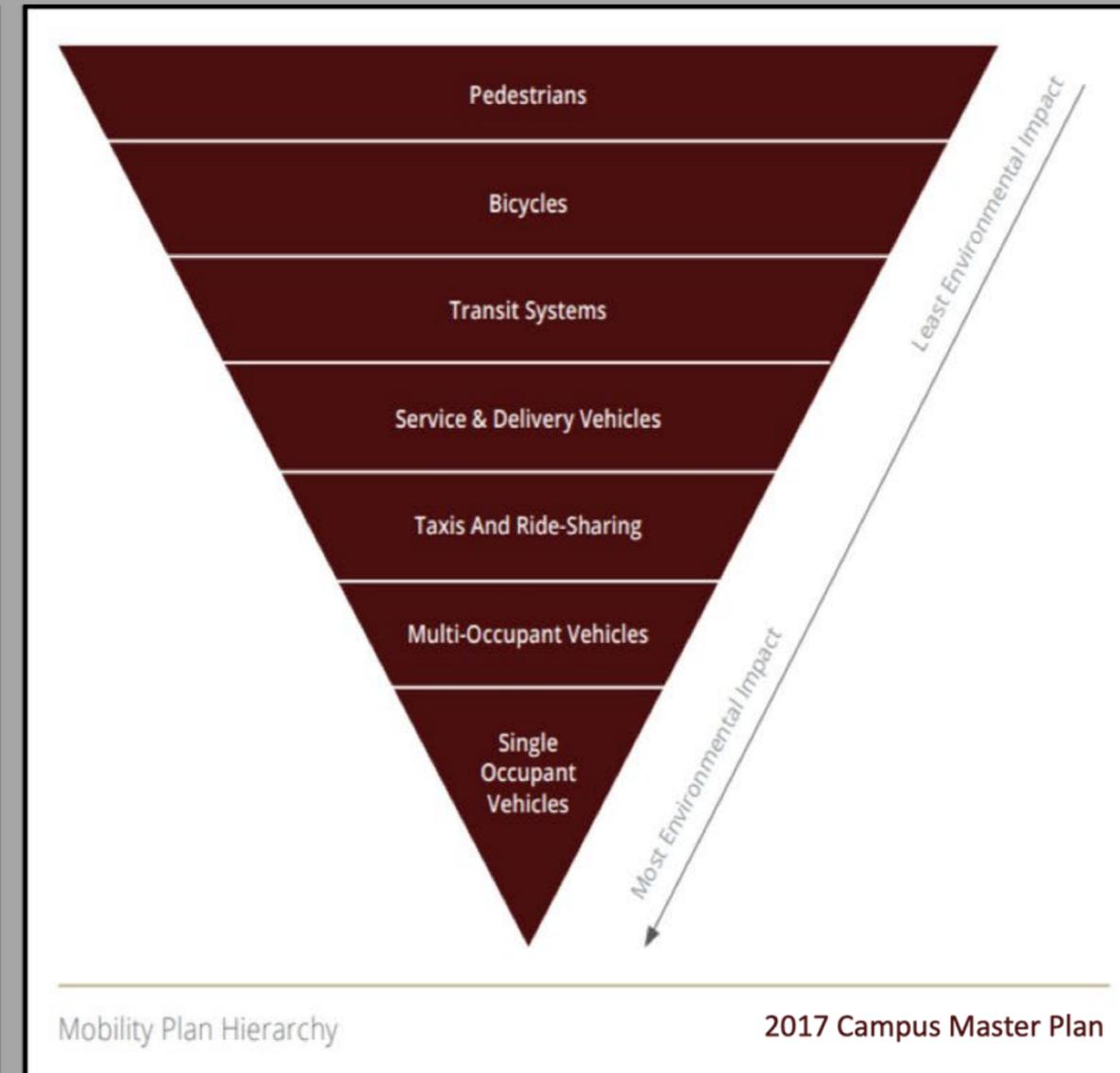


SCENARIOS FOR A BRIGHT FUTURE

Texas A&M Master Plans Support TDM



sustainability.tamu.edu

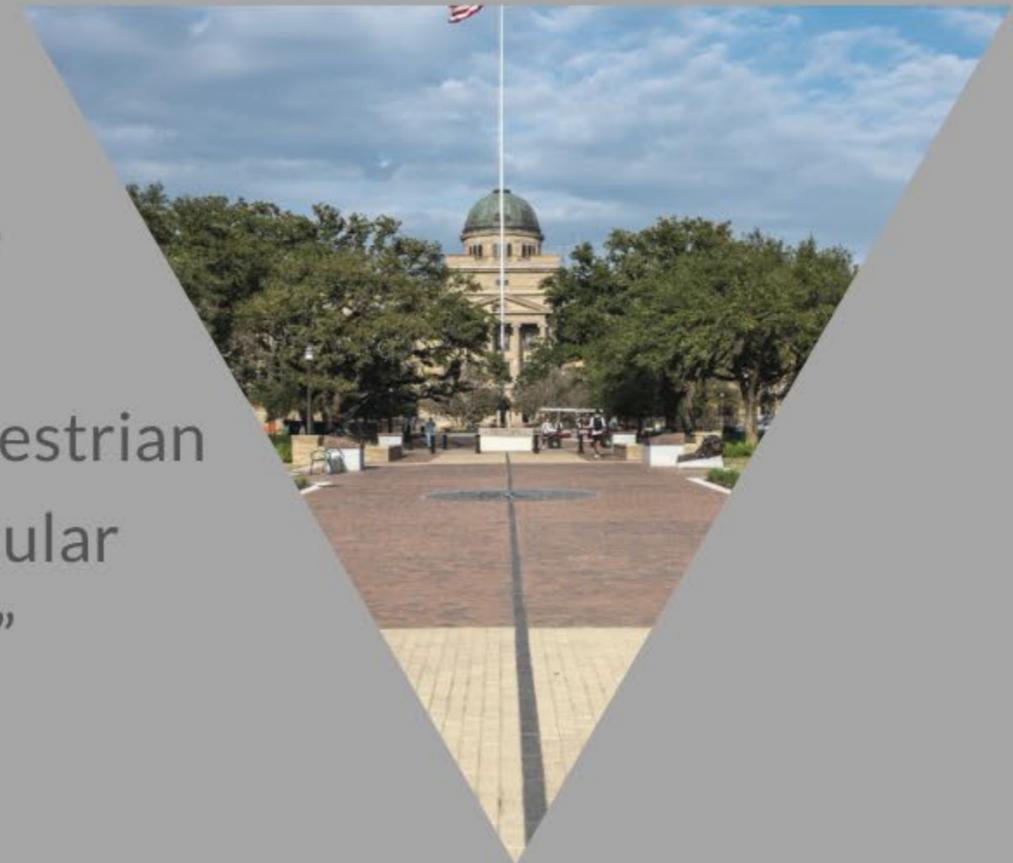


campusplan.tamu.edu

Roads Renovated to Serve Non-Motorized Vehicles

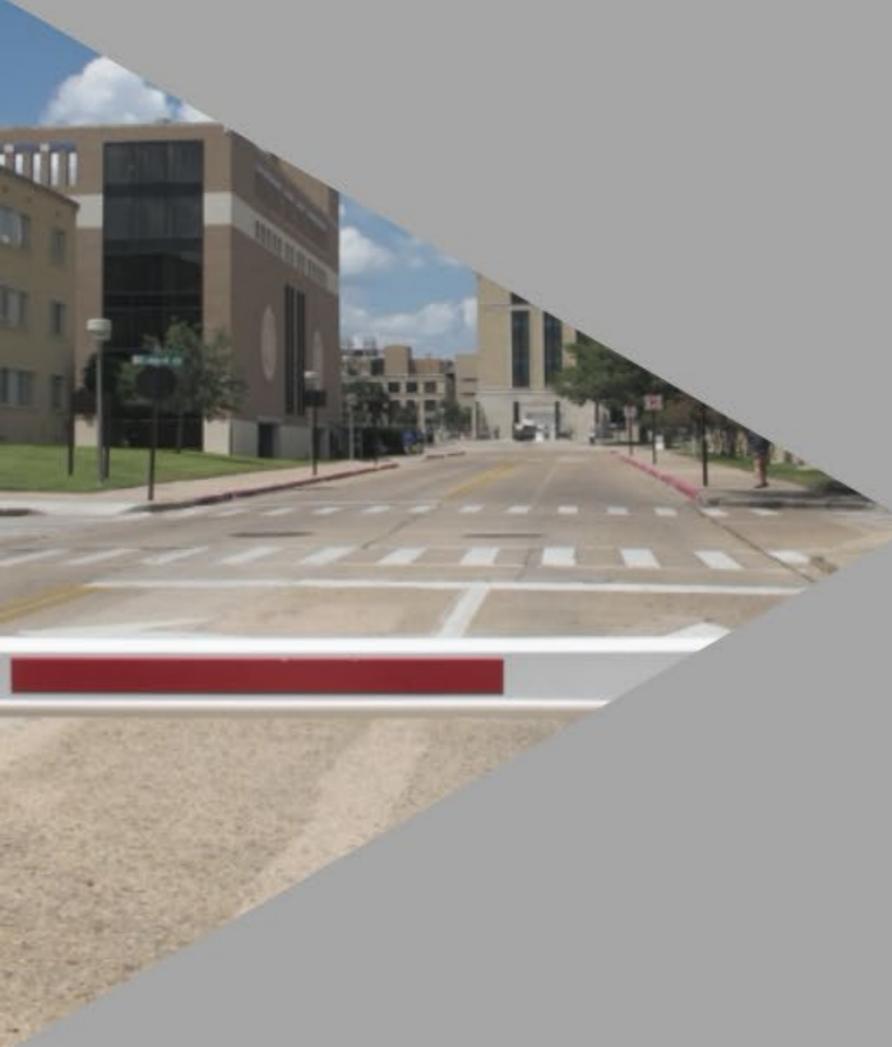


“...to continue the pursuit of a more pedestrian-friendly campus, various roadways...will become pedestrian malls that will no longer allow vehicular access deep into the campus core...”



Roadways Restricted to Limit Conflict at Peak Hours

“limited access road closed to private vehicles during busy class hours, successfully giving priority in this area to pedestrians and cyclists ... to continue the pursuit of a more pedestrian-friendly campus ...”



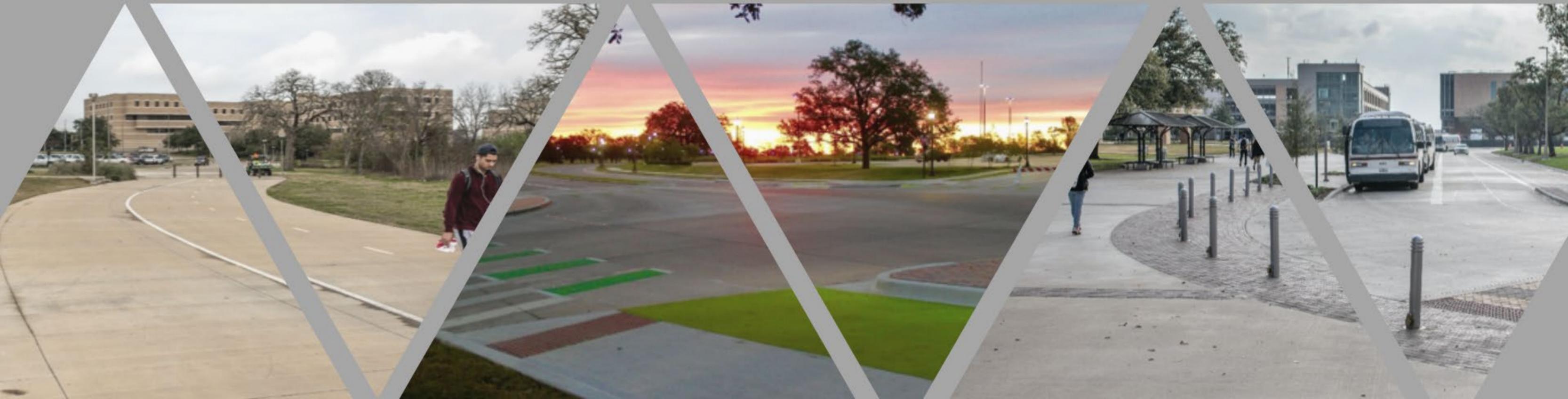
Landscaping, Infrastructure Direct Pedestrians to Safest Paths

“A major driver of the Campus Master Plan is to focus mobility planning on the pedestrian...with the exception of dedicated service spaces, virtually all surface parking is planned to eventually move to periphery structured parking...”



Dedicated Paths for Pedestrians and Cyclists

“...in order to improve the safety and connectivity, the bicycle network will include Buffered Bike Lanes and Multi-use Paths...reduce roadways in order to accommodate separated bicycle lanes.”





Dismount Zones in Congested Areas

“Dismount Zone...high numbers of bicycles, skateboards, and scooters combined with extremely high pedestrian volume creates a commotion that can often lead to collisions...a dismount zone policy would require all riders dismount non-motorized wheeled vehicles such as bicycles, skateboards, and scooters to allow for pedestrian-only movement...bidirectional bicycle routes are planned...”



TDM & Bike Education, Services

BICYCLE SERVICES

[Bike Share](#)

[Bike Lease](#)

[Bike Registration](#)

[Wheelers at The HUB](#)

[Borrow a Bike](#)

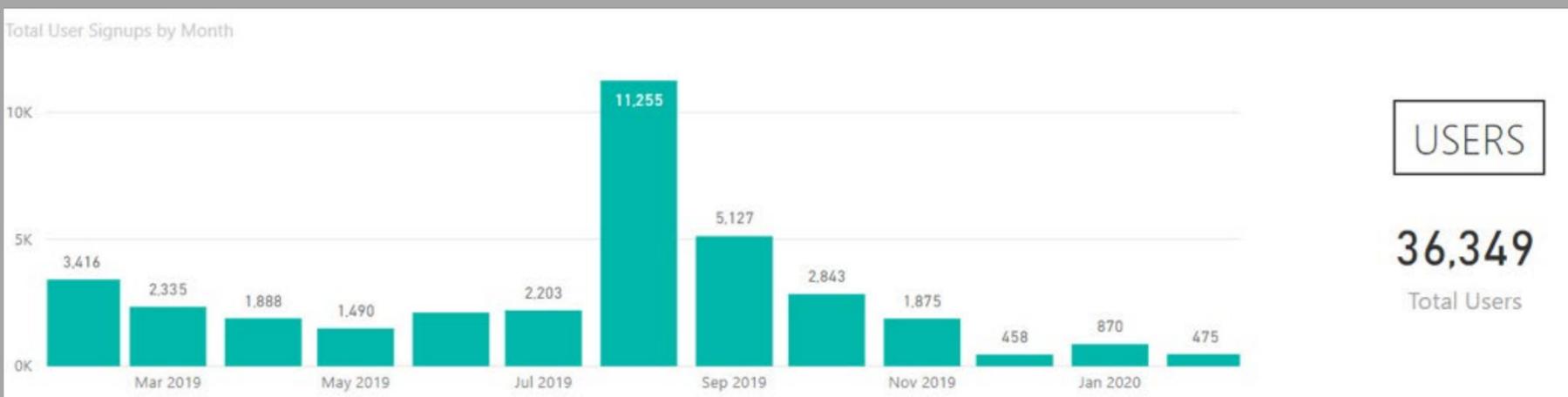
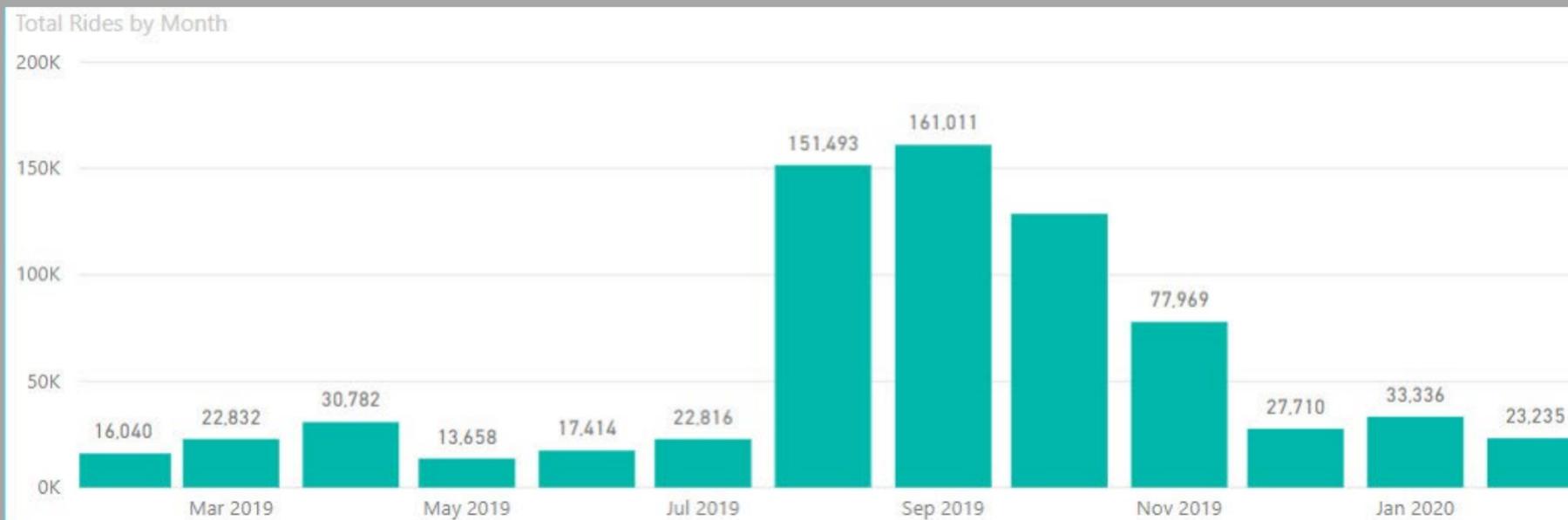
[FIXIT Stops](#)

[Secure Summer Bicycle Storage](#)

“...this plan recommends an accompanying program be established to educate cyclists on safe biking practices. This type of program will reinforce the dismount zone policy and help reduce bicycle-pedestrian conflict throughout campus...”



Bike Share Usage



“A campus bikeshare program would reduce crowding at bicycle parking facilities by lessening the need for privately owned bicycles on campus, and would encourage non-riders to reduce dependence on motorized vehicles and adopt a more sustainable and healthy means of transport.”



Supporting Alternative Fuels

“Transporting Texas A&M University’s 63,000 students, 5,800 employees, and numerous visitors to and across the institution’s 5,000-acre campus has significant environmental, economic, and social impacts. As more campus users choose alternative forms of transportation, and as the campus fleet transitions to alternatively fueled vehicles, the greenhouse gas emissions and environmental impact of moving people and items around campus will decrease.”



Requests for Proposals Awarded This Summer



- Shared micro-mobility to include pedal and throttle assist bikes
- Car share
- Mobility Master Plan
 - Technology to see all options in one platform
 - Use this major life event to influence behavior change while people are more open to reflecting on environmental attitude
 - Rural area sees many people drive to campus but will focus on “park once”

OUR CAMPUS COMMUNITY



FUTURE OPERATIONS WITH COVID PROTOCOLS

COVID Protocols Operational Impacts



- Transit – adjustments to ridership limitations, service hours and levels
- Para-transit
- Micro-transit
- Parking
 - *More hourly paid parking*
 - *Potentially shorter term (until end of the year) parking options*

COVID Protocols - Communication



- To employees about new policies, procedures and service levels hours and levels
- To customers:
 - *What we and our vendor partners are doing to help keep people safe*
 - *Policy and service adjustments*
 - *Promoting alternative options – have a backup plan and allow more time*
 - *Personal responsibility to do what they require to make choices that align with their needs for service and to remain safe*
- To administrators
 - *To ensure alliance with their expectations*
 - *To keep them in the know since there is a level of elevated concern, inquiries or complaints may rise to their level more frequently*

Thank you!

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