Transportation Mobility Master Plan

Texas A&M University
College Station, TX

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Overview
Mobility analysis includes:

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

Alignment with 2017 Campus Master Plan
Stakeholder Engagement
Figure 1: Quick Poll Question
What mode of Transportation did you use to get to campus today?

- Drive Alone: 51%
- Carpool: 6%
- Transit: 12%
- Bike: 20%
- Walk: 10%

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

- More Than 3 Times: 25%
- 1 - 2 Times: 21%
- Not at All: 54%

Figure 76: Current Issues and Challenges Percentage Summary

- Amenities and aesthetics: 2%
- ADA: 2%
- Autonomous vehicles: 4%
- Information and communications: 5%
- Infrastructure: 5%
- Stallings Garage: 11%
- Other: 16%
- Transit: 20%
- Safety: 36%
Stakeholder Engagement Highlights

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

➢ Infrastructure –
  o Inadequate design and maintenance of facilities
  o 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 –
  o Overcrowding and wait time for buses
  o Inadequate number of buses on routes, providing service that is too infrequent and overcrowding on popular routes with crushing loads on buses
  o Poor maintenance of buses
Frequently mentioned challenge areas
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
- 2,001 - 5,000

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 46 Bicycling Infrastructure Near Core of Campus

Bike Map Legend
- Bike Dismount Zone
- Bicycle Lanes
- Bike Fix Stations
- Bicycle Parking
Field Observations
Figure 112: Traffic volumes on Ross Street between Asbury and Ireland Streets
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
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
Phase 3
Plan Development and 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

A link to a live version of the map above may be found here.

TEXAS A&M 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 Rount Bi Bike Route Connection
12) Gene Stallings and Lamar Bike Route Connection
13) Olsen Blvd 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) Bizzell St and Polo Rd intersection
23) reduction Spence St pedestrianization and plaza
➢ Restrict vehicle traffic
➢ Concentrate bus service at key access points
➢ Develop continuous and connected bicycle facilities
Creating multifunctional **plazas** to sort out conflicts

Lot 19
Creating multifunctional plazas to sort out conflicts

Lot 19
Creating multifunctional plazas to sort out conflicts

Southern end of Military Walk
Creating multifunctional plazas to sort out conflicts

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**
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
Next Steps
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Transportation Services:

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

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