TEXAS A&M UNIVERSITY
Transportation Services

Transportation Services Mobility Plan Update

October 3, 2022

Debbie Lollar, Executive Director
Texas A&M University Transportation Services

Agenda

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RFP Scope & Objectives
Request for Proposal

02
Stakeholder Engagement
Virtual and In-person

03
Data Analysis
Extensive internal data

04
Field Observations
Real time analysis

05
Outcomes
Before and after

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Summary
Closing

1 RFP Scope & Objectives

Scope

Mobility analysis includes:

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

Courtesy of Walker Consultants

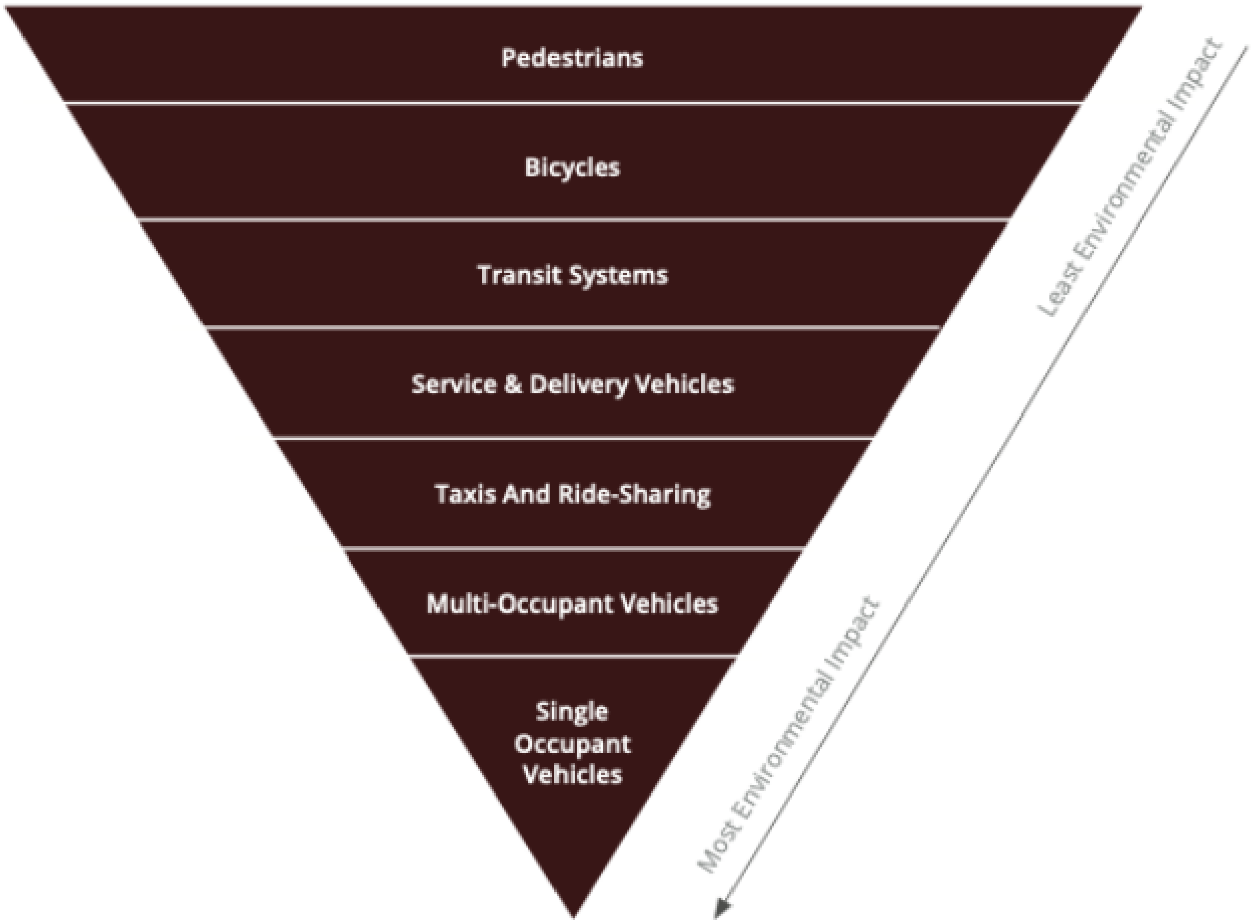
Objectives

- 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

Courtesy of Walker Consultants

Guiding Principles

Figure 31: Transportation Mode Hierarchy



Mobility Plan Hierarchy

Alignment with 2017 Campus Master Plan

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2 Stakeholder Engagement

Engagement

Figure 1: Quick Poll Question

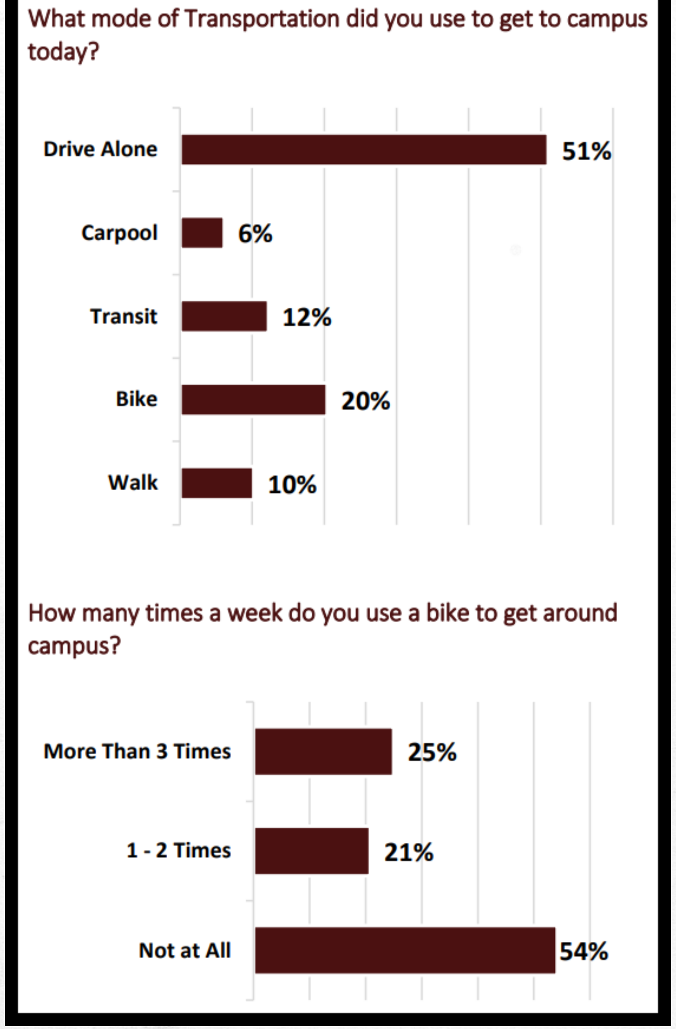
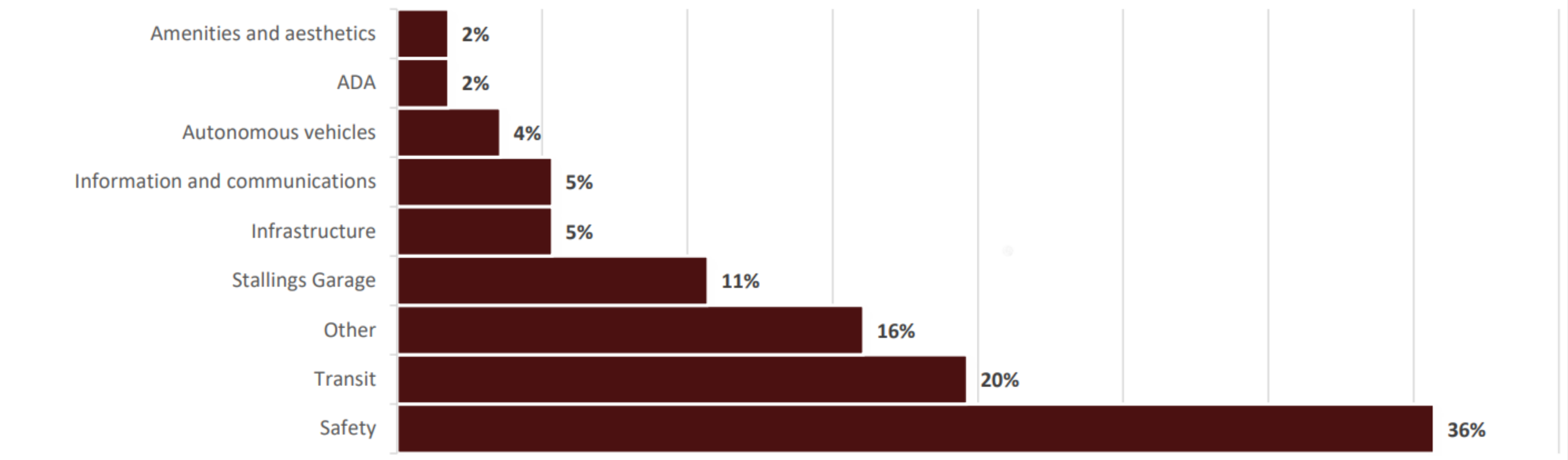


Figure 76: Current Issues and Challenges Percentage Summary



Engagement

Figure 6: Chamber Transportation Committee Mural

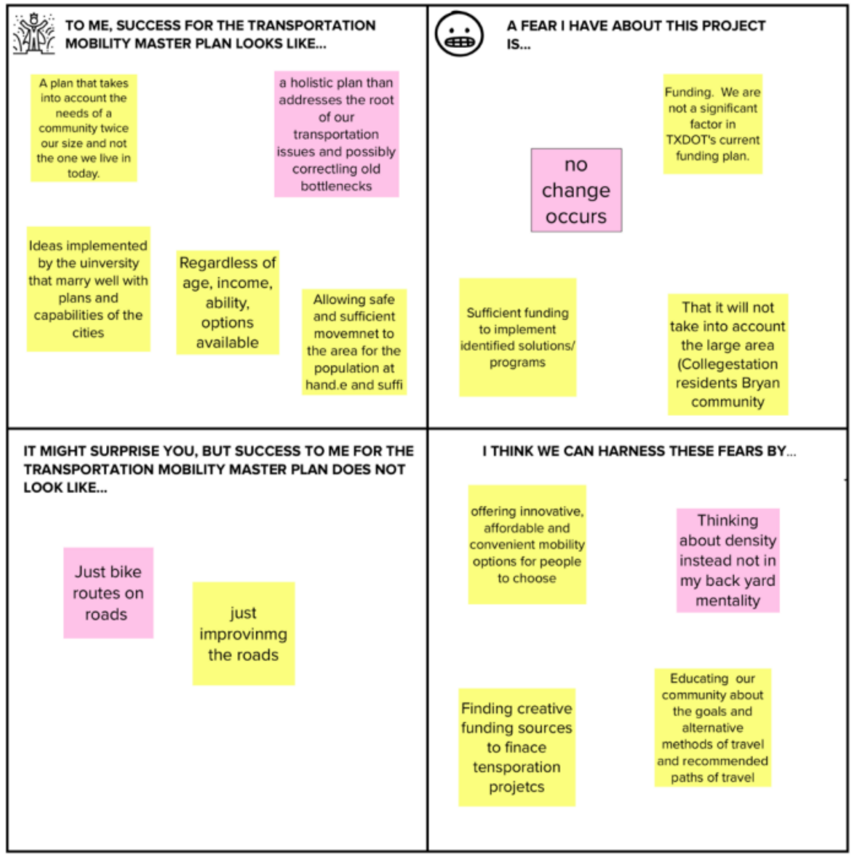


Figure 7: Regional Congestion Group Mural

Figure 12: Transportation Services Leadership Team Mural

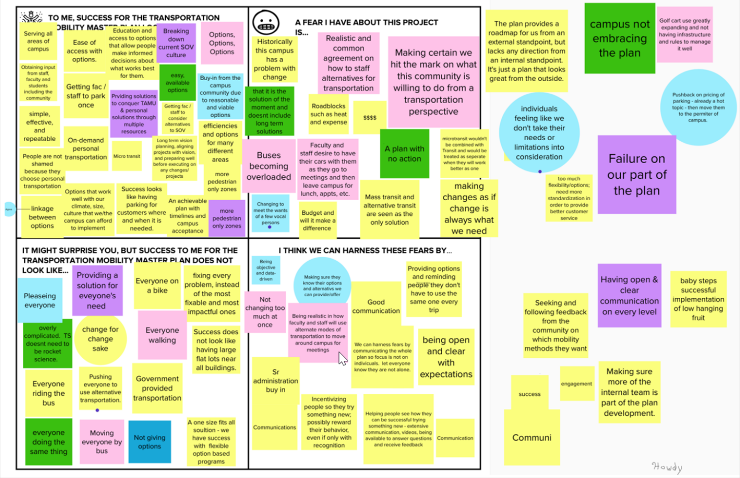


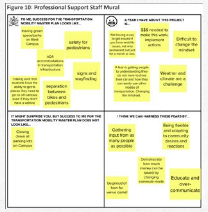
Figure 9: Texas A&M – ITE and WTS Mural

Figure 13: Transportation Services Advisory Committee Mural

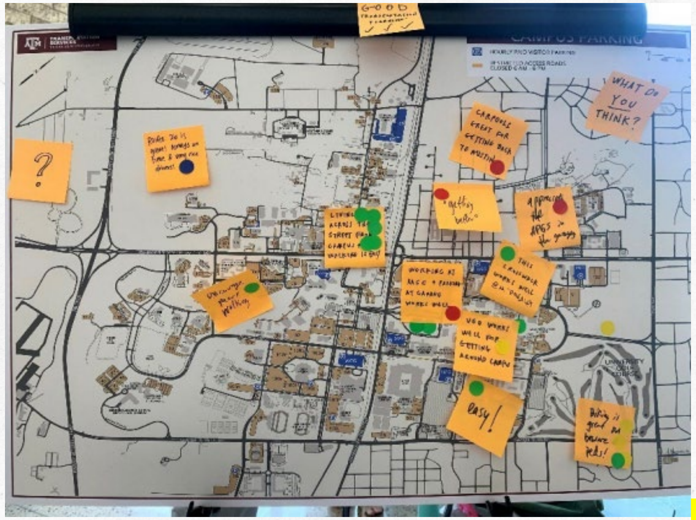
Figure 11: Faculty Executive Committee Mural

Figure 8: Student Government Mural

Figure 10: Professional Support Staff Mural



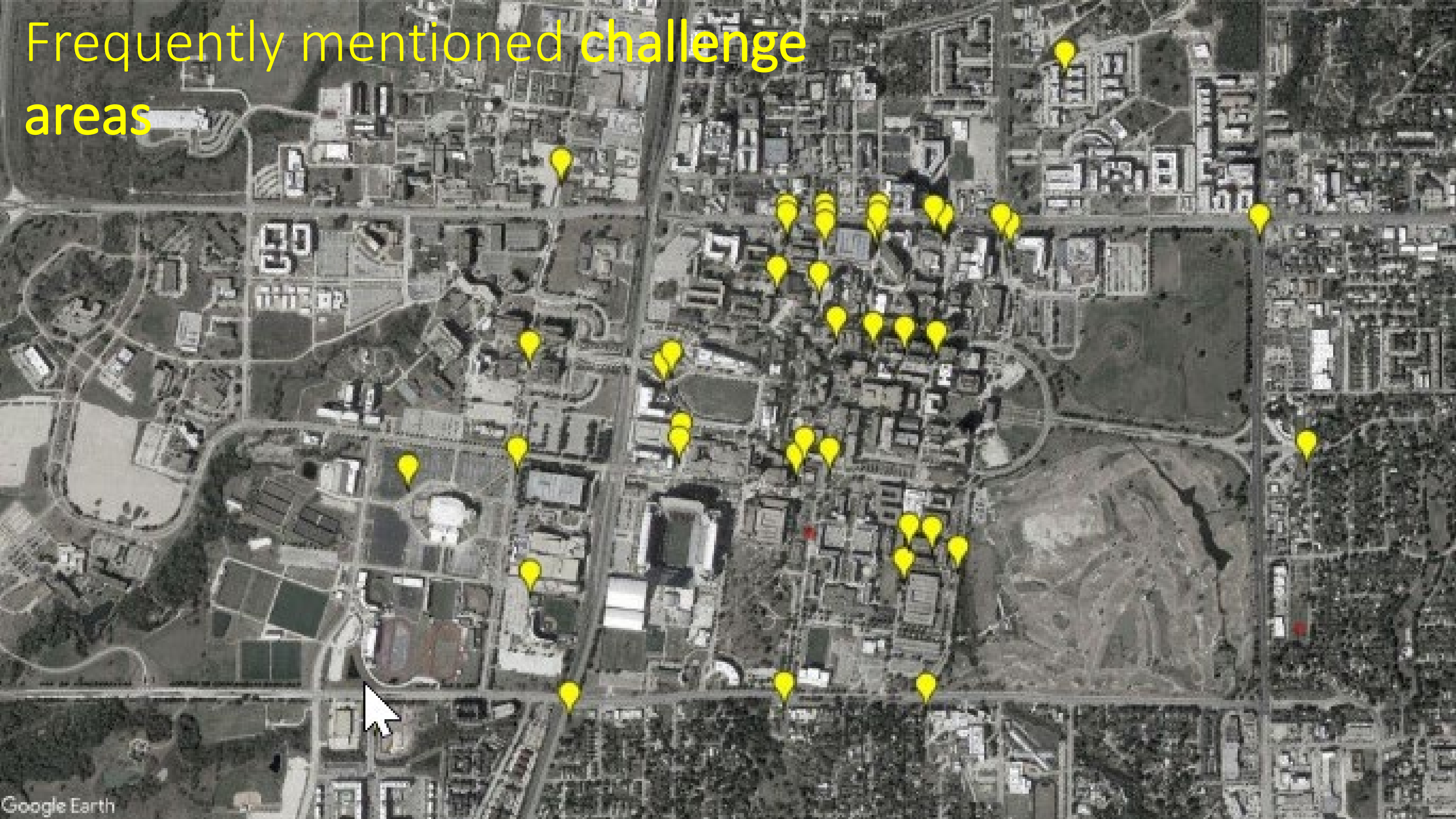
Engagement



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**



3 Data Analysis

Figure 17: Boarding by Stop Including Off-Campus

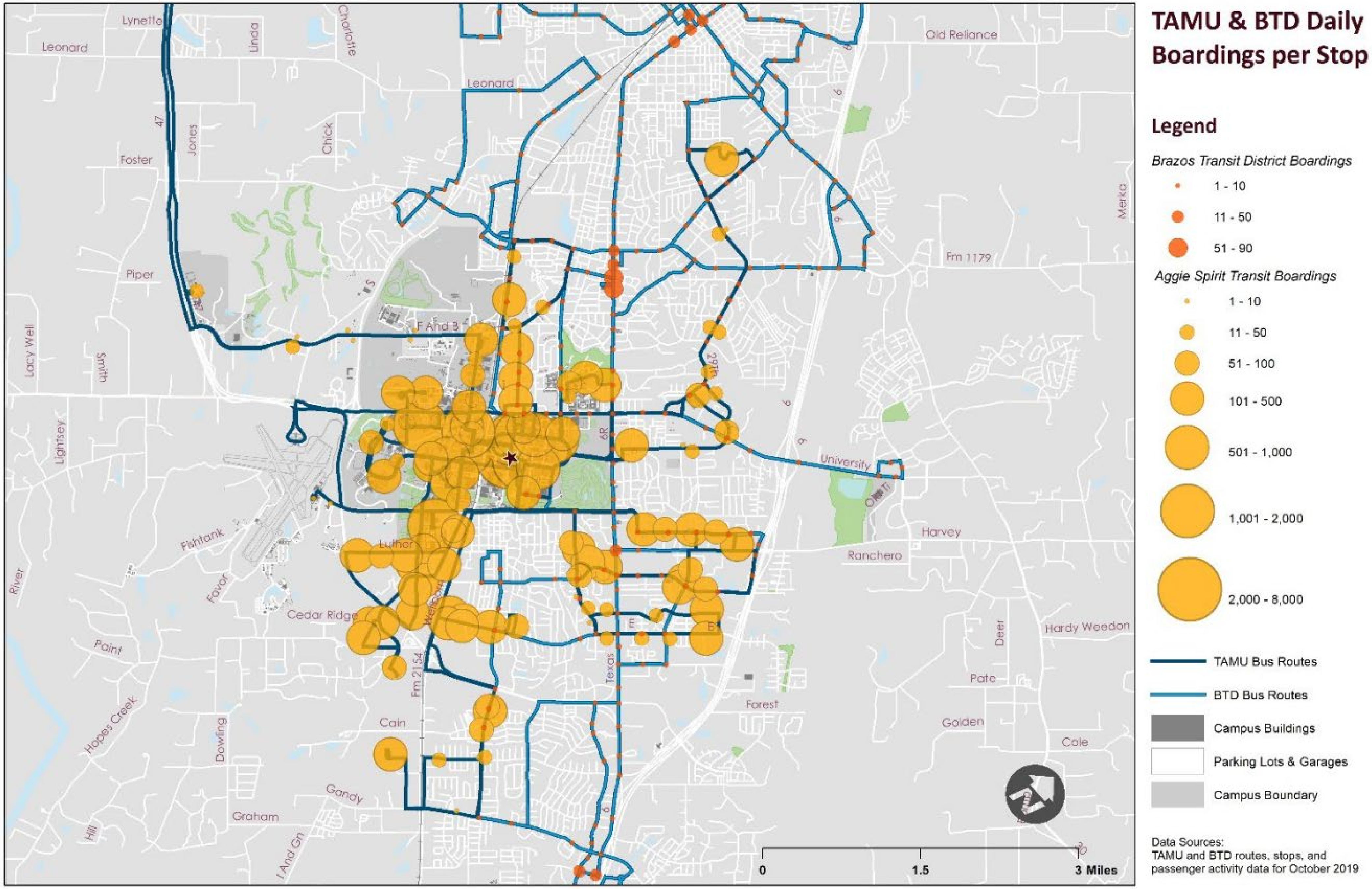


Figure 15: Texas A&M and BTD Service by Frequency Including Off-Campus

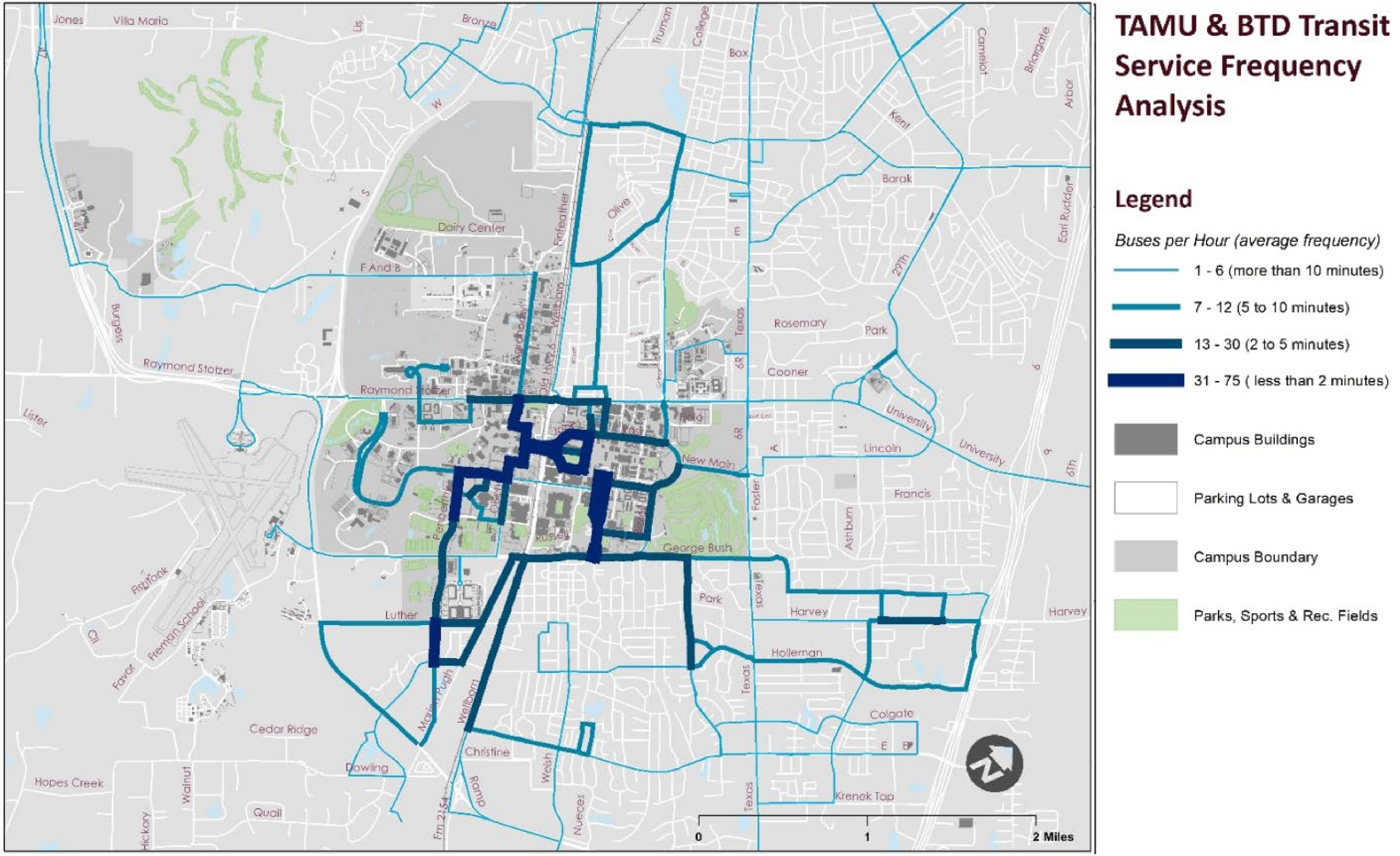
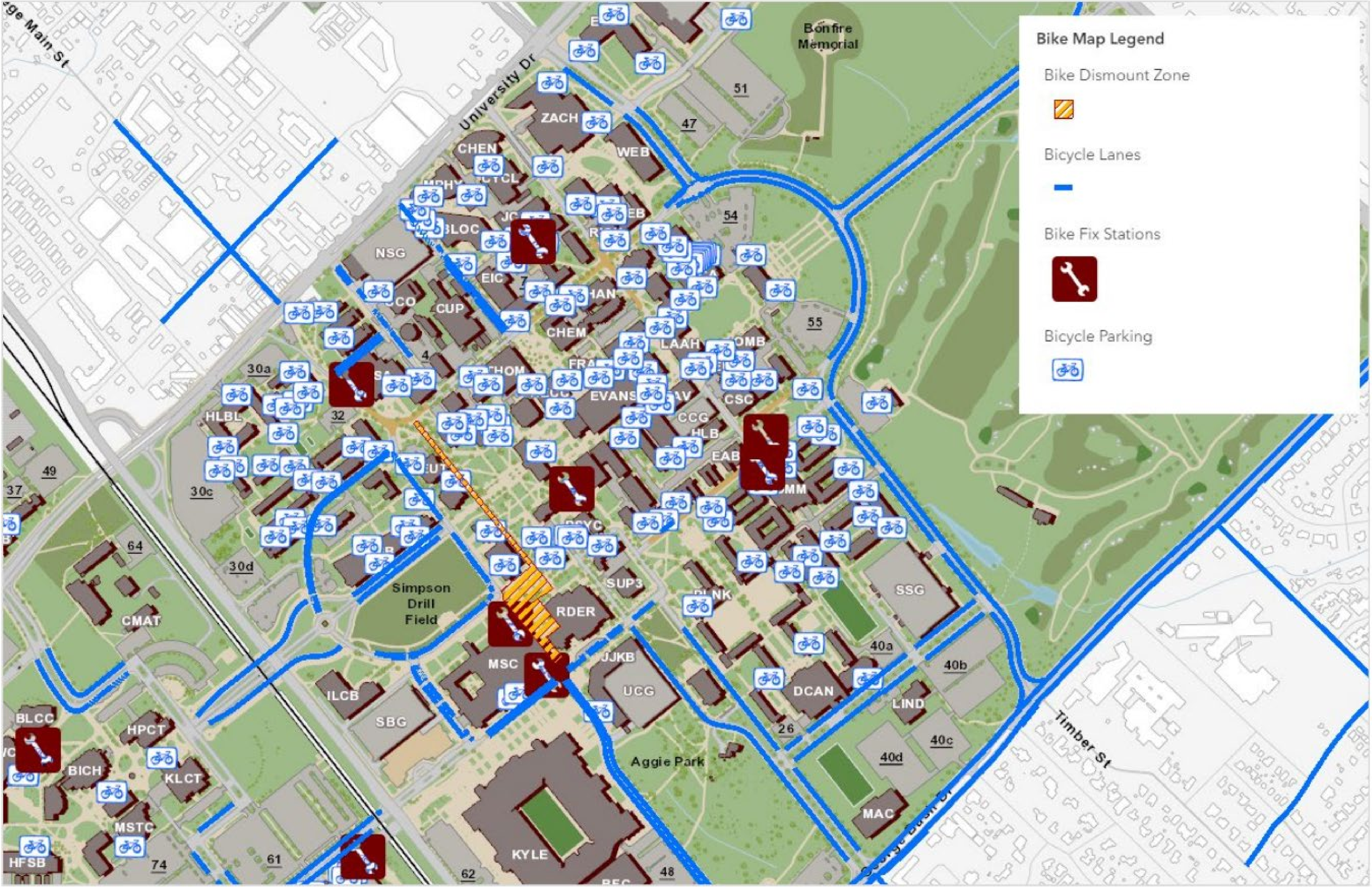
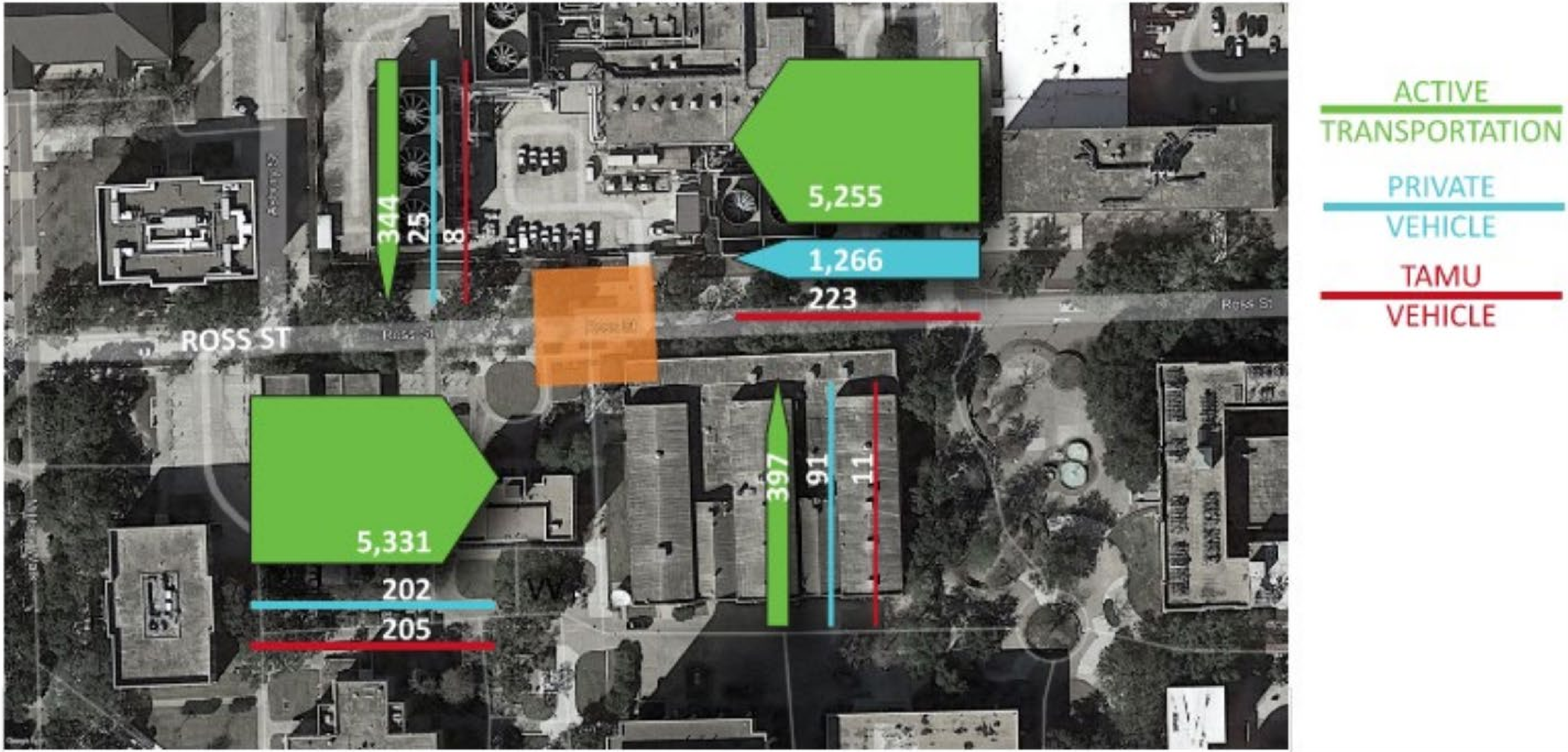


Figure 46 Bicycling Infrastructure Near Core of Campus



4 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

5 Outcomes

Design Principles

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

Figure 83: Mobility Network Design Principles

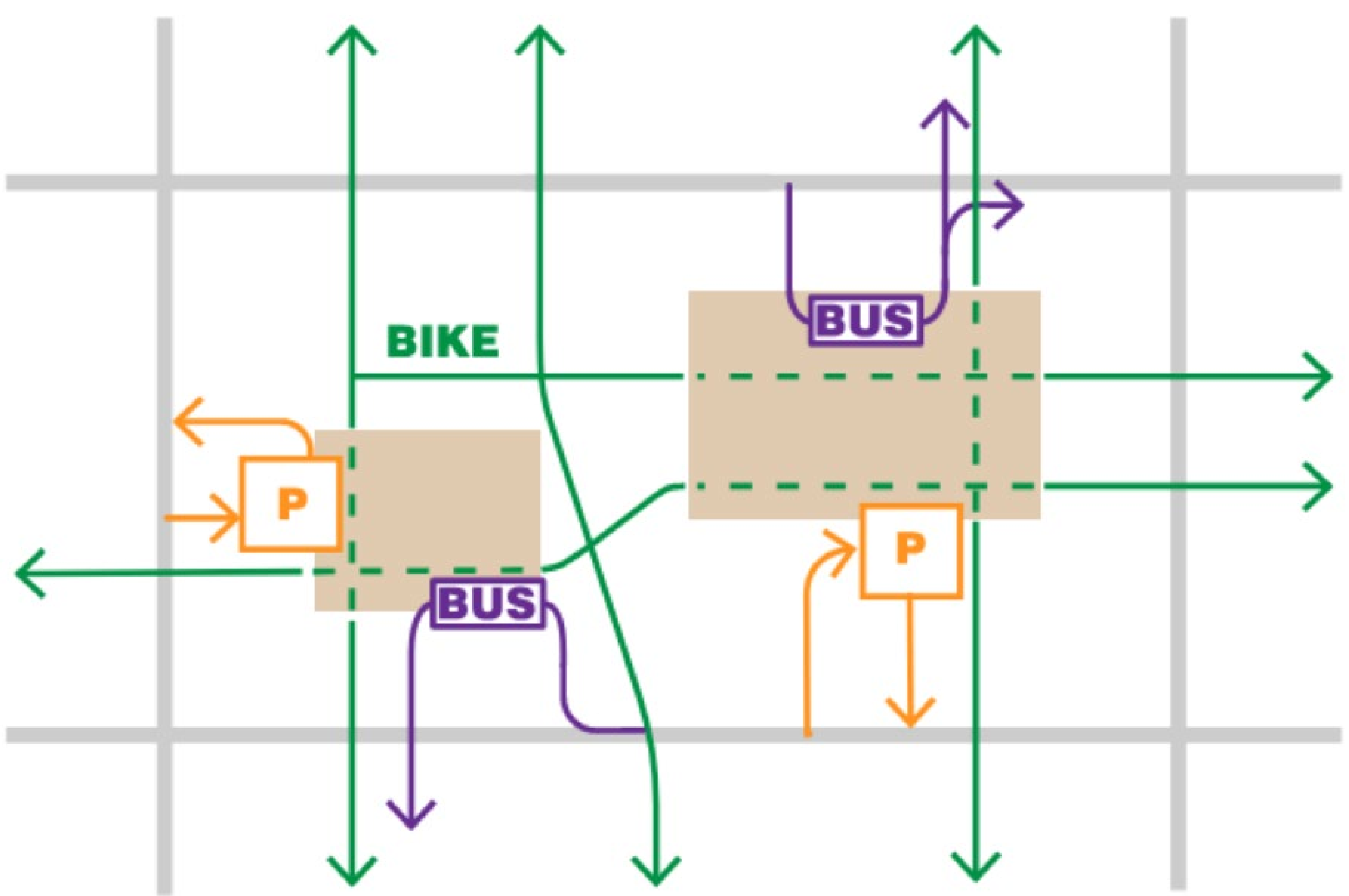
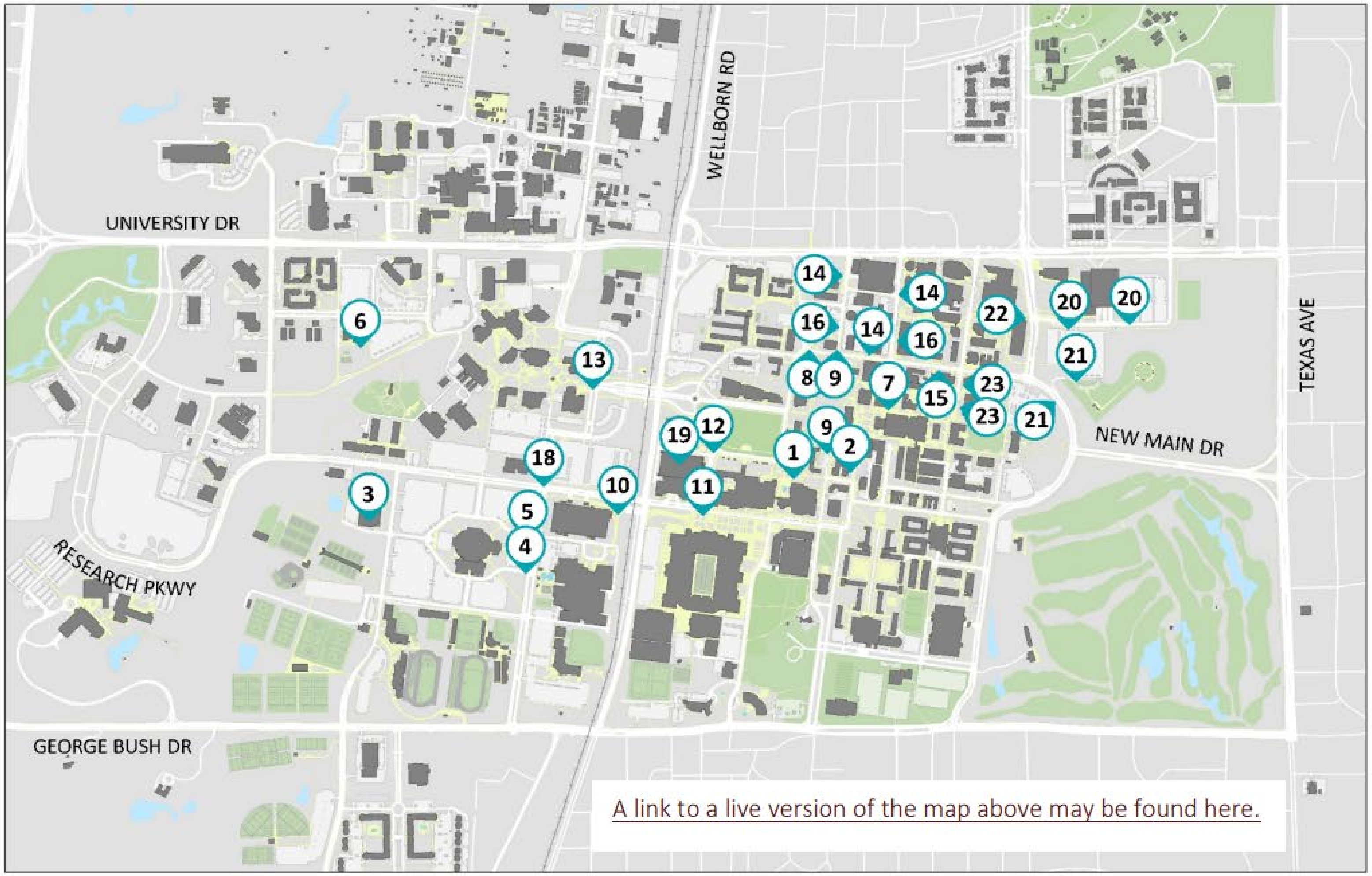


Figure 88: Design Interventions Key Map



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DESIGN CONCEPTS & INTERVENTIONS

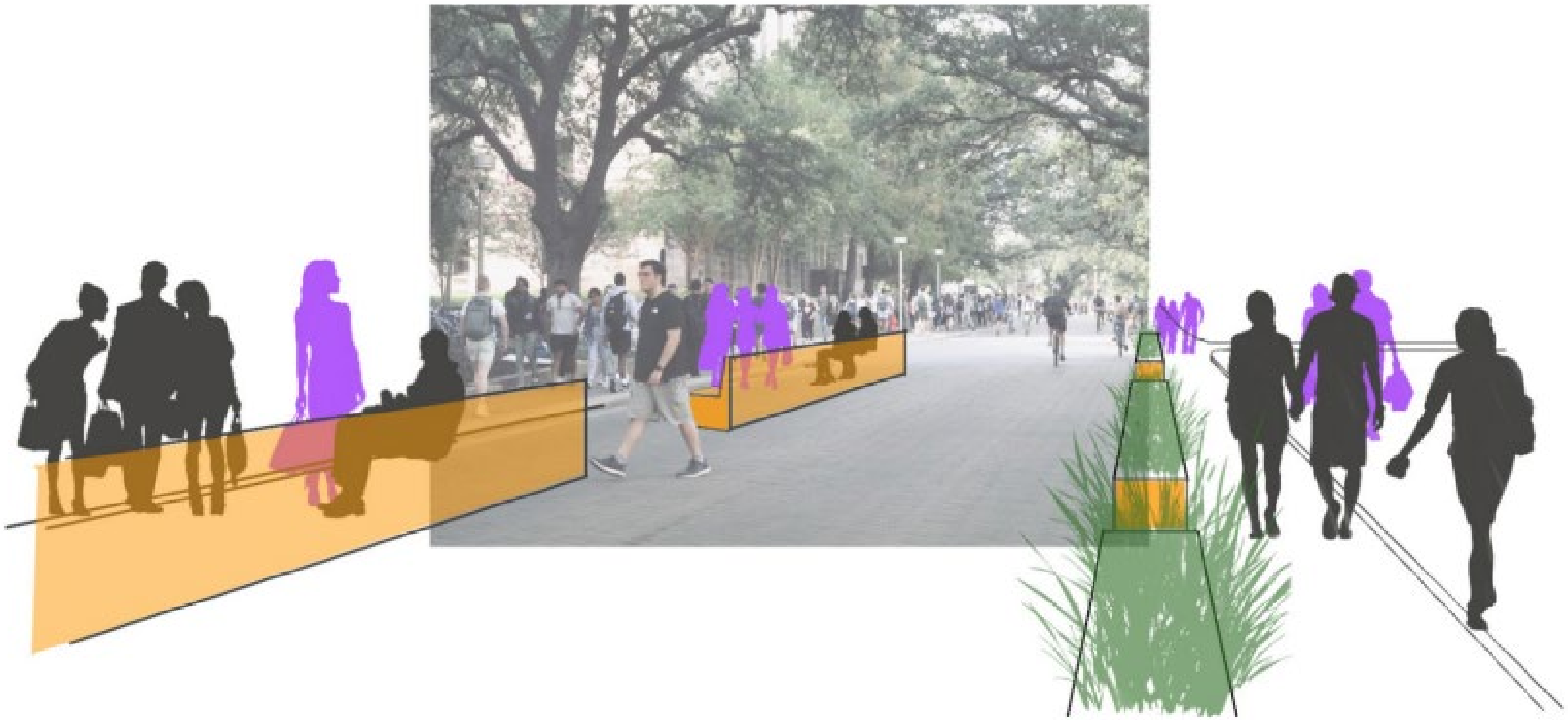
1) Pedestrian and bike paths at Military Walk & Rudder Plaza
2) Lot 19 Pedestrian Plaza
3) Lot 100 Bus Stop and Crossing at Physical Education Building
4) Reed Arena to Student Recreation Center Path and Crossing
5) Olsen Blvd Two-Way Bike Path
6) Ped and Bike Path to White Creek Community Center
7) 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 Routt Bl 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 Bl 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
22) solution
Bizzell St and Polo Rd intersection
23) reduction
Spence St pedestrianization and plaza

Solving design details to make it easier to walk

Ross Street

Solving design details to make it easier to walk

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



Ross Street

6 Summary

Summary

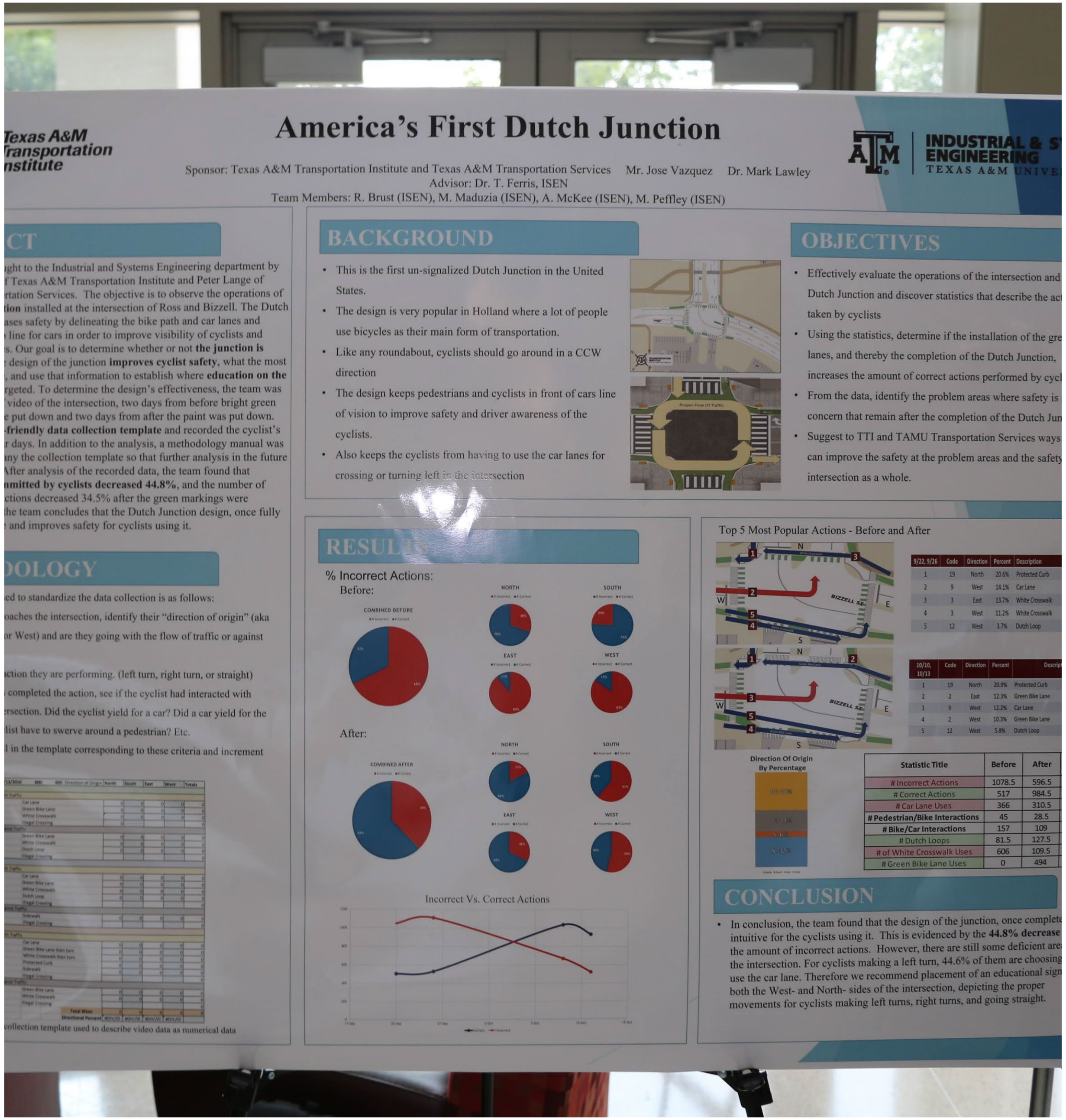
- Align scope with campus initiatives
- Engage stakeholders
- Gather data
- Observe in the field
- Communicate
- Collaborate


AUTONOMOUS VEHICLE
MECHANICAL ENGINEERING


Texas A&M University
AUTONOMOUS SHUTTLE
smartshuttle


2103
TRANSPORTATION SERVICES

2103
Texas A&M University
100% ELECTRIC


America's First Dutch Junction
Texas A&M Transportation Institute
INDUSTRIAL & S
ENGINEERING
TEXAS A&M UNIVE
Sponsor: Texas A&M Transportation Institute and Texas A&M Transportation Services Mr. Jose Vazquez Dr. Mark Lawley
Advisor: Dr. T. Ferris, ISEN
Team Members: R. Brust (ISEN), M. Maduzia (ISEN), A. McKee (ISEN), M. Peffley (ISEN)
CT
ght to the Industrial and Systems Engineering department by
f Texas A&M Transportation Institute and Peter Lange of
rtation Services. The objective is to observe the operations of the
tion installed at the intersection of Ross and Bizzell. The Dutch
ases safety by delineating the bike path and car lanes and
line for cars in order to improve visibility of cyclists and
s. Our goal is to determine whether or not the junction is
design of the junction improves cyclist safety, what the most
, and use that information to establish where education on the
rgeted. To determine the design's effectiveness, the team was
video of the intersection, two days from before bright green
e put down and two days from after the paint was put down.
friendly data collection template and recorded the cyclist's
r days. In addition to the analysis, a methodology manual was
ny the collection template so that further analysis in the future
After analysis of the recorded data, the team found that
mmitted by cyclists decreased 44.8%, and the number of
ctions decreased 34.5% after the green markings were
he team concludes that the Dutch Junction design, once fully
and improves safety for cyclists using it.
BACKGROUND
This is the first un-signalized Dutch Junction in the United States.
The design is very popular in Holland where a lot of people use bicycles as their main form of transportation.
Like any roundabout, cyclists should go around in a CCW direction
The design keeps pedestrians and cyclists in front of cars line of vision to improve safety and driver awareness of the cyclists.
Also keeps the cyclists from having to use the car lanes for crossing or turning left in the intersection
OBJECTIVES
Effectively evaluate the operations of the intersection and
Dutch Junction and discover statistics that describe the ac
taken by cyclists
Using the statistics, determine if the installation of the gre
lanes, and thereby the completion of the Dutch Junction,
increases the amount of correct actions performed by cycl
From the data, identify the problem areas where safety is
concern that remain after the completion of the Dutch Jun
Suggest to TTI and TAMU Transportation Services ways
can improve the safety at the problem areas and the safety
intersection as a whole.
RESULT
% Incorrect Actions:
Before:
After:
NORTH
SOUTH
EAST
WEST
OLOGY
ed to standardize the data collection is as follows:
oaches the intersection, identify their "direction of origin" (aka
r West) and are they going with the flow of traffic or against
ction they are performing. (left turn, right turn, or straight)
completed the action, see if the cyclist had interacted with
rsection. Did the cyclist yield for a car? Did a car yield for the
list have to swerve around a pedestrian? Etc.
in the template corresponding to these criteria and increment
collection template used to describe video data as numerical data
Top 5 Most Popular Actions - Before and After
Direction Of Origin By Percentage
Incorrect Vs. Correct Actions
Statistic Title | Before | After
Incorrect Actions | 1078.5 | 596.5
Correct Actions | 517 | 984.5
Car Lane Uses | 366 | 310.5
Pedestrian/Bike Interactions | 45 | 28.5
Bike/Car Interactions | 157 | 109
Dutch Loops | 81.5 | 127.5
of White Crosswalk Uses | 606 | 109.5
Green Bike Lane Uses | 0 | 494
CONCLUSION
In conclusion, the team found that the design of the junction, once complete
intuitive for the cyclists using it. This is evidenced by the 44.8% decrease
the amount of incorrect actions. However, there are still some deficient are
the intersection. For cyclists making a left turn, 44.6% of them are choosing
use the car lane. Therefore we recommend placement of an educational sign
both the West- and North- sides of the intersection, depicting the proper
movements for cyclists making left turns, right turns, and going straight.


STOP
ALL WAY

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ALABAMA