

# FACT SHEET

February 8, 2010

## Transportation Planning for the 2010 Olympic Winter Games

### Overview

- Transportation planning for the 2010 Winter Games is being led by the Olympic and Paralympic Transportation Team (OPTT). Its members are: VANOC, City of Vancouver, Resort Municipality of Whistler (RMOW), TransLink, BC Transit, Ministry of Transportation and Infrastructure, and the Vancouver 2010 Integrated Security Unit.
- The 2010 Olympic Winter Games are the largest event in the history of the region:
  - 65 + venues, sites and facilities
  - 5,500 athletes and officials
  - 55,000 workforce
  - Up to 11,000 media
  - 60,000 to 135,000 spectators per day for Vancouver events
  - 10,000 to 58,000 spectators per day for Whistler events
  - More than 60,000 spectators per day at Vancouver Celebration Sites
- Games venues and other large special events have specific operational requirements, including significant staging space and security requirements.
- Games-time operations will reduce the capacity of the Vancouver road network into downtown by 50 per cent from the east, and overall into downtown by 20 per cent.
- In Whistler, Games-time requirements will result in a significant reduction in public parking during the Games.
- Games-time operations include an additional transportation system that will share the existing transportation network. Operated by VANOC, this system will move athletes, media, officials and other Games clients, and will include approximately 620 vehicles and roughly 1,000 buses, as well as a network of designated departure points.
- There will be no public parking at any Games venues.

### Transportation Goals

The goals of the 2010 Winter Games transportation plan are to:

- Ensure safe, reliable, accessible travel during the 2010 Winter Games
- Take into account everyone's travel needs
- Make the best use of the existing transportation networks
- Reduce vehicle traffic during the Games
- Create legacies of sustainable transportation choices

### Transportation Strategies

The OPTT is guided by five strategies:

1. Integration of transportation agencies to develop and implement the plan
2. Reducing local vehicle traffic in key areas
3. Providing up-to-date travel information during the Games so travellers can travel smart and know before they go
4. Managing road networks and traffic volumes through temporary Olympic Lanes, parking and traffic modifications
5. Significant enhancements to public transit and other sustainable modes of transportation

### **TravelSmart 2010 - Know Before You Go**

- Successful transportation during the Games will depend on reducing the number of cars on the road, particularly in key areas:
  - Downtown Vancouver
  - Burrard Inlet crossings (Lions Gate and Iron Workers' Memorial Bridges)
  - Sea to Sky Corridor
  - Whistler
- To ensure athletes can get to their events and people can move efficiently in the region, vehicle traffic must be reduced by at least 30 per cent during the Olympic Winter Games – the equivalent of removing one in three cars from the road every day of the Games.
- Metro Vancouver post-secondary institutions will have an extended reading break during the Games, which will ease demand on the transportation network.
- The OPTT has engaged over 2,000 businesses and community groups to encourage the use of rideshare/carpool programs; walking and cycling and, in Whistler, cross-country skiing; corporate car sharing, pre-paid transit passes and telework options to reduce their vehicle use.
- Additional travel time will be required during the Games, no matter which mode of transportation is used. Everyone is encouraged to seek out travel updates before leaving, which will be available through [www.travelsmart2010.ca](http://www.travelsmart2010.ca)

### **Public Transit: Metro Vancouver**

- Public transportation in Metro Vancouver is managed by TransLink.
- All city venues are connected to rapid transit by either a short walk from SkyTrain, or through an express bus.
- Games ticket holders will have unlimited access to public transit on the day of their event.
- A limited edition, souvenir six week transit pass will be available for February and March 2010 to encourage use of transit throughout the Olympic and Paralympic Games.
- Daily transit trips are expected to increase by 33 per cent (230,000 additional trips) during the Games, from 730,000 trips today.
- Permanent improvements to the public transit network that will be operational before 2010 and can be used during Games time include:
  - Canada Line (up to 5,400 passengers per hour)
  - Additional 48 SkyTrain cars (30 per cent increase during peak hours)
  - 2007 to 2009 bus expansion (200 new buses)
- Temporary Games-time improvements to the Metro Vancouver public transit network:
  - Third SeaBus (10-minute service)
  - Additional 180 buses operating throughout the region as and where required
  - West Coast Express
    - Six additional trips on weekdays
    - Nine new trips on Saturdays
    - Seven new trips on Sundays
  - HandyDART service - 30 additional vehicles
  - Olympic Line - Vancouver's 2010 Streetcar (a City of Vancouver initiative)

### **Metro Vancouver Overview**

- The City of Vancouver has the second smallest proportion of residents taking cars to work in Canada, after Montreal with only 40 per cent of people driving to work downtown each day.
- Walking trips currently make up 65 per cent of all trips entirely within the downtown core. In Vancouver, a larger proportion of people get to work by walking than in cities like Montreal, Toronto, Seattle, or Portland.
- There are more than 13,000 hotel rooms and 100,000 residents living within walking distance (20 to 30 minutes) of the two downtown stadiums and the two City of Vancouver Live Sites.
- Bike trips currently make up 3,500 trips into downtown each morning – equivalent to 60 full buses.
- The number of trips by all modes — walking, cycling, taking transit and driving — to and within Downtown Vancouver during the 2010 Winter Games period is expected to increase by 30 per cent over a 24 hour period.
- Approximately half of Metro Vancouver's population lives within a five-minute walk of the Frequent Transit Network, with service at least every 15 minutes, 15 hours per day, seven days a week.

### **Olympic Road Network Management**

For the 2010 Winter Games, the City of Vancouver has:

- Created four kilometres of pedestrian corridors from noon to midnight between February 12 and 28, 2010.
- Maintained 400-lane km of bike routes.\*
- Installed close to 1,000 bike parking stalls at several locations throughout the city.
- Retained all truck routes outside security closure areas and create five km of temporary truck routes between February 1 and March 21, 2010.
- Developed 26 km of Olympic Lanes for TransLink buses, VANOC motor coaches and emergency vehicles 24 hours a day, seven days a week from February 4 to March 1, 2010.
- Put 65 km of parking and stopping restrictions in place, 24 hours a day, seven days a week between February 4 and March 1, 2010.
- Allowed deliveries in the Downtown 24 hours a day, seven days a week between February 1 and 28<sup>th</sup> (Note: deliveries encouraged between midnight and 6:00 am, or between 6:00 am and noon as an alternate).
- Allowed garbage removal in the Downtown as early as 5:00 am on weekdays, and 8:00 am on weekends, and outside the Downtown as early as 6:00 am on weekdays and 8:00 am on weekends between February 12 and 28<sup>th</sup> 2010.
- Encouraged at least a 30 per cent reduction in local vehicular traffic to and from Downtown Vancouver.
- Launched and operated the Olympic Line: Vancouver's 2010 Streetcar, a free modern streetcar service running between Canada Line Olympic Village station and Granville Island from January 21 to March 21, 2010. On Saturday February 6, 2010 there was record ridership with over 15,000 total boardings.

### **Vancouver Road Closures**

The following roads immediately adjacent to venues have been closed 24 hours a day, seven days a week to ensure safety at Games venues and the surrounding neighbourhoods:

- Abbott Street (January 4)
- Quebec Street (January 15)
- Renfrew Street (January 24)
- Canada Place and Waterfront Road (January 27)
- Expo and Pacific Boulevards (January 29)
- Midlothian Street (February 1)
- Georgia and Dunsmuir viaducts (February 5). These viaducts regularly carry 50,000 vehicles a day (over a 24-hour period, both directions).
- Cambie Bridge (Feb 10, 12, 28 and March 12 noon to midnight)

### **Whistler and Sea to Sky Corridor**

- The Sea to Sky corridor is the link between Vancouver and Whistler. It includes communities along Highway 99 from Horseshoe Bay north to Squamish, Whistler and Pemberton.
- Highway 99 is a critical transportation link for these communities.
- Recent upgrades to the highway will result in sufficient capacity for the Olympic Games; however there is limited road and parking capacity within Whistler.
- Located 120 kilometres north of Vancouver on Highway 99, Whistler has a limited road network. There is only one access road for each of Whistler Creekside and The Whistler Sliding Centre competition venues.
- Public parking will be significantly reduced in Whistler during the Games, as Games operations will require use of the day skier public parking lots for most of the month of February.
- During the Games, Whistler's overnight population is anticipated to be 10 per cent to 20 per cent greater than a peak December holiday season. (Expecting 50,000 to 55,000 nightly)

### **Temporary Changes: Whistler and Sea to Sky**

For the 2010 Winter Games, the OPTT will:

- Operate a northbound traffic checkpoint to discourage vehicle trips into Whistler during peak Olympic travel periods. Permits are required to pass through the checkpoint between 6:00 am and 6:00 pm, February 11 to 28.
- Use the Duffey Lake Road, roughly 49 km north of Whistler, as well as marine links as alternatives for the movement of goods, materials and people in the event of an emergency on Highway 99.
- Establish short term convenience parking and quick delivery zones to accommodate business and transportation needs in Whistler.
- Enhance snow clearing and track setting on the Valley Trail to encourage walking and cross country skiing.
- Increase public transit capacity for the movement of Whistler residents, workforce, and ticket holders within the Sea to Sky corridor.

### **Public Transit: Whistler, Squamish and Pemberton**

Enhancements to the BC Transit public transit system in Whistler, Squamish and Pemberton include:

- Increase from 39 to 135 buses
- Expanded service in Whistler and commuter service from Squamish and Pemberton, around the clock, seven days a week
- Introduction of the hydrogen fuel cell demonstration fleet (20 buses)
- Improved frequency on eight existing routes
- Five to 10 minute frequency during peak hours
- Fifteen to 30 minute frequency during late night hours
- New Olympic Express route on Highway 99 from Function Junction to Whistler Village
- New community bus service on five neighbourhood routes
- Extra transit service to Whistler Creekside and The Whistler Sliding Centre on competition days
- Monthly souvenir passes will be available for the Games

### **Other Olympic Transportation**

- The Olympic bus network, VANOC's charter bus service, will transport all ticket holders to Cypress Mountain events. The return trip fare is \$25.
- The Olympic bus network will also transport ticket holders from Metro Vancouver travelling to Whistler events on the day of competition. The return trip fare is \$50.
- The buses are accessed from a network of departure hubs in Metro Vancouver, with a specific hub(s) for each venue.
- Tickets can be booked at [www.OBN2010.com](http://www.OBN2010.com)

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