

FACT SHEET



Transportation Planning for the 2010 Olympic Winter Games

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

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, TransLink, BC Transit, Ministry of Transportation and Infrastructure, and the Vancouver 2010 Integrated Security Unit.
- Planning is also supported by other partners, including Transport Canada and the municipalities of West Vancouver and Richmond. Over the community months, detailed planning will include the North Shore and Sea to Sky corridor communities, as well as other communities throughout the Lower Mainland.
- 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
 - 10,000 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.
- The 2010 Olympic Winter Games will mean a significant increase in activity on city streets, and reduced road capacity in areas surrounding and connecting venues, especially in downtown Vancouver. Games-time operations will reduce the capacity of the local 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.
- There will be no public parking at any Games venues.

MISSION

To touch the soul of the nation and inspire the world by creating and delivering an extraordinary Olympic and Paralympic experience with lasting legacies.

Exalter l'âme de la nation et inspirer le monde entier grâce à l'organisation et à la tenue de Jeux olympiques et paralympiques extraordinaires qui laisseront un héritage durable.

Vancouver Organizing Committee for the 2010 Olympic and Paralympic Winter Games (VANOC)
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- 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 more than 900 buses, as well as a network of designated departure points.
- Transportation plans will be scaled appropriately for the Paralympic Winter Games.
- Approximately 80 per cent of the transportation planning is complete, with the next anticipated transportation update being provided in summer 2009.

Transportation Strategies

To manage transportation during the 2010 Games, the OPTT is guided by five key strategies:

1. Integration of transportation planning and 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 travelers 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

Reducing Vehicle Traffic

- To accommodate the movement of Games visitors, and facilitate smooth transportation for those who must travel in the region, a minimum 30 per cent reduction in vehicle traffic is required in key areas:
 - Downtown Vancouver
 - Burrard Inlet crossings (Lions Gate and Iron Workers' Memorial Bridges)
 - Sea to Sky Corridor
 - Whistler
- Metro Vancouver post-secondary institutions will have an extended reading break during the Games, which will ease demand on the transportation network.
- Businesses and residents will have access to a variety of trip reduction tools, including rideshare/carpool programs; walking and cycling and, in Whistler, cross-country skiing; corporate car sharing, pre-paid transit passes and telework options. More information on these options will be available at translink.ca (Metro Vancouver) or whistler.ca (Sea to Sky).
- If driving is a must, avoid the single occupant vehicle. Travelers can form a rideshare/carpool at ride-share.com.

Travel Smart - Know Before You Go

- The OPTT will operate a transportation management centre at Games-time – a command centre that will address transportation issues and provide real-time updates to the public.
- These updates will be part of a comprehensive travel smart-know before you go program, which will be launched in the fall of 2009.
- 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 vancouver2010.com.

Metro Vancouver

- 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, Seattle, Toronto 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 Live Sites.
- Bike trips currently make up 2,700 trips into downtown each morning – equivalent to 40 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 the Metro Vancouver region'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.

Temporary Road Modifications: Metro Vancouver

To facilitate safe, reliable and sustainable transportation for Games athletes, officials as well as the general public in the City of Vancouver, the Olympic and Paralympic Transportation Team will:

- **Close specific roads** to the public to ensure the safety of athletes, officials, spectators, workforce and the general public, including:
 - Expo and Pacific Boulevards
 - Georgia and Dunsmuir Viaducts
 - Quebec Street (between Terminal Street and Second Avenue)
 - Canada Place and Waterfront Road
 - Midlothian Avenue (between Dinmont Avenue and Ontario Street)
 - Renfrew Street (between Hastings Street East and McGill Street)
- Ensure those who live or work in these areas **continue to have access to their homes and/or workplaces**.

- Reallocate road space to create **pedestrian corridors** from noon to midnight. These corridors will make it fun, safe and easy to walk around Downtown Vancouver and celebrate the Games on public streets. There will be 32 blocks of pedestrian corridors, including:
 - Granville Street from Helmcken to West Hastings Street
 - Robson Street from Beatty to Jervis Streets
 - Hamilton Street from Drake to Georgia Streets
 - Beatty Street from Smithe to Dunsmuir Streets
- Develop temporary **Games-time bike routes and some temporary bike parking**.
- Provide improved **wayfinding and signage** for pedestrians and cyclists.
- Develop **Olympic Lanes** for 170 blocks for TransLink buses and Olympic-accredited vehicles 24 hours per day, seven days a week. These lanes will provide reliable travel for athletes, officials, spectators, Games workforce and transit riders.
 - Burrard Street (Burrard Bridge to Cordova Street)
 - Seymour Street (Granville Bridge to Cordova Street)
 - Howe Street (Cordova Street to Granville Bridge)
 - Pender Street (Beatty Street to Howe Street)
 - Cambie Street (Cambie Bridge to 59th Avenue)
 - Broadway (Arbutus Street to Commercial Drive)
 - Georgia Street (Richards Street to the Stanley Park Causeway)
 - Hastings Street (Richards Street to Boundary Road)
- Promote trip reduction and sustainable modes of transport to manage traffic volumes on the **Lion's Gate and Iron Workers' Memorial Bridges**. Olympic Lanes leading to these crossings will ensure reliable travel for athletes and officials. No special measures are planned for other Metro Vancouver bridges.
- Temporarily extend **rush hour parking** for up to 650 blocks within Vancouver. Existing rush hour parking and turn restrictions will be extended to 24 hours per day in key areas. In some select locations, new 24 hour per day parking restrictions will be implemented.
- **Modify traffic signals** and request traffic authority staff at venues and other key locations.
- Facilitate **goods movement** through temporary changes to truck routes and noise bylaws, allowing deliveries into downtown in the overnight and early morning hours to avoid peak periods. At Games-time, deliveries can be made most efficiently between the hours of midnight and noon the following day.
- Establish a legacy of **increased public transit capacity** and use.

Public Transit: Metro Vancouver

The 2010 Winter Games transportation plan aims to establish a legacy of increased public transit capacity and use. All city venues are connected to rapid transit by either a short walk from SkyTrain, or through an express bus.

- 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)
 - Third SeaBus (10 minute service)
 - 2007 to 2009 bus expansion (200 new buses)
- Games-time improvements to the Metro Vancouver public transit network:
 - 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 street car demonstration project
 - Modern street car connecting Granville Island with the Canada Line
 - Will run about every six to 10 minutes on approximately 1.8 kilometres of dedicated track
 - Free service
 - Operational from January 21 to March 21, 2010
- TransLink SkyTrain Expo line and SeaBus service will operate extended hours. The last train will leave downtown Vancouver at approximately 2:15 am during the Games.
- Ticketed Games spectators will have unlimited access to public transit the day of their event.
- A limited edition, souvenir two-month 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.

Sea to Sky

- The Sea to Sky Corridor includes communities along Highway 99 from Horseshoe Bay north to Squamish, Whistler and Pemberton.
- Highway 99 is a critical transportation link for these communities.
- Upgrades to the highway will result in sufficient capacity for the Olympic Games, however there is limited capacity within Whistler.

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 lots for most of the month of February. Day skiers are encouraged to use private motorcoach carriers to get to Whistler. Residents, spectators and visitors are encouraged to use enhanced transit services, or to walk or cross-country ski within the Resort.
- During the Games, Whistler's overnight population is anticipated to be 10 to 20 per cent greater than a peak December holiday season.

Temporary Road Modifications: Whistler and Sea to Sky

To facilitate safe, reliable transportation for athletes, officials, workforce, spectators and the general public in the Sea to Sky corridor, the Olympic and Paralympic Transportation Team will:

- **Reconfigure the Sea to Sky Highway and Highway 99** in Whistler to ensure the smooth flow of traffic
 - Two lanes northbound in the morning from Horseshoe Bay to Function Junction
 - Two lanes southbound from Squamish as needed
 - Temporary Olympic Lane northbound from Function Junction with priority given to transit buses, Olympic-accredited vehicles, delivery trucks and other commercial vehicles
 - Traffic signal at Highway 99 and Nancy Green as alternate for local traffic at Lorimer Road and Blackcomb Way
- Implement a **northbound checkpoint** to discourage unnecessary car trips into Whistler during peak Olympic travel periods, ensuring the timely arrival of Olympic vehicles at venues. **Access for Sea to Sky residents, guests, and workers that require a vehicle will be maintained.** Details of this checkpoint are being developed and will be available in summer 2009.
- Provide **equipment and resources** to manage incidents
 - Dedicated tow trucks with commercial vehicle and bus towing capabilities on site on the highway throughout the day
 - Maintenance equipment and materials along the corridor to manage snow clearing and general road maintenance
 - On-site incident response teams (police, fire, ambulance) to address collisions and other emergency needs

- Establish **alternatives to Highway 99** for the movement of goods, materials and people in the event of an emergency
 - Duffey Lake Road, located north of Pemberton, approximately 49 kilometres north of Whistler
 - Marine links from Horseshoe Bay to Porteau Cove and Darrell Bay in Squamish.
- Manage vehicle access near Whistler venues through a **local permit system** for residents and businesses in the following areas:
 - Nordic Drive
 - Glacier Drive and Glacier Lane
 - Whistler Creekside
 - Whistler Media Centre
- **Reassign Whistler Village street parking** to accommodate business and transportation needs, including establishing:
 - Short term convenience parking
 - Quick delivery zones
 - Shuttle drop off zones
- **Modify street parking in subdivisions** in Whistler
 - Daytime restrictions extended to seven days per week
 - No street parking during major snow or weather events
- **Enhance snow clearing and track setting** on the Valley Trail for walking and cross country skiing.
- Enhance **public transit capacity** to facilitate the movement of Whistler residents, workforce, and ticketed spectators within the Sea to Sky corridor.

Public Transit: Whistler, Squamish and Pemberton

Enhancements to the 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
- 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
- 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

Olympic Bus Network

- This system will transport ticketed spectators to Whistler and Cypress using the Olympic Bus Network, a charter bus service operating from a network of designated departure points in Metro Vancouver:

Destination	Departure Point
Cypress Mountain	<ul style="list-style-type: none">• Capilano University• Simon Fraser University
Whistler Olympic/Paralympic Park	<ul style="list-style-type: none">• TBD summer 2009
The Whistler Sliding Centre	<ul style="list-style-type: none">• TBD summer 2009
Whistler Creekside	<ul style="list-style-type: none">• Langara College

- The cost of a return trip to Whistler for an Olympic spectator on the Olympic Bus Network is \$25; a return trip to Cypress costs \$12.

Taxis

- Each city venue will have a designated drop-off zone for taxis and other hired vehicles. In Whistler, passengers will be dropped off at a designated location in the Resort, and will take a shuttle bus to the Whistler venues.
- Taxi capacity will be enhanced at Games time. This work is being managed through the provincial Committee on Taxi and Limousine Requirements for the Olympic Games.

Looking Ahead

- In the months ahead, the Olympic and Paralympic Transportation Team will release additional details about transportation during the Games. To date, 80 per cent of the planning has been completed. The next expected releases include:

Summer 2009

- Dates road closures and parking restrictions will be in effect
- Details on the management of the northbound checkpoint on Highway 99
- Temporary routes for the movement of goods and services
- Details on the management of Olympic Lanes
- Booking details and remaining departure points for transport on the Olympic Bus Network
- Transportation plans for the Paralympic Games
- Transportation details specific to each venue (drop off/load zones, shuttle services)

Fall 2009

- Details of the Travel smart - Know Before You Go program
- Transportation contingency plans