

# Host City Olympic Transportation Plan: A Sustainable Legacy for Vancouver

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# Host City Olympic Transportation Plan: A Sustainable Legacy for Vancouver

## Host City Olympic Transportation Plan

Downtown Vancouver  
Roads and Transport for the  
2010 Winter Games



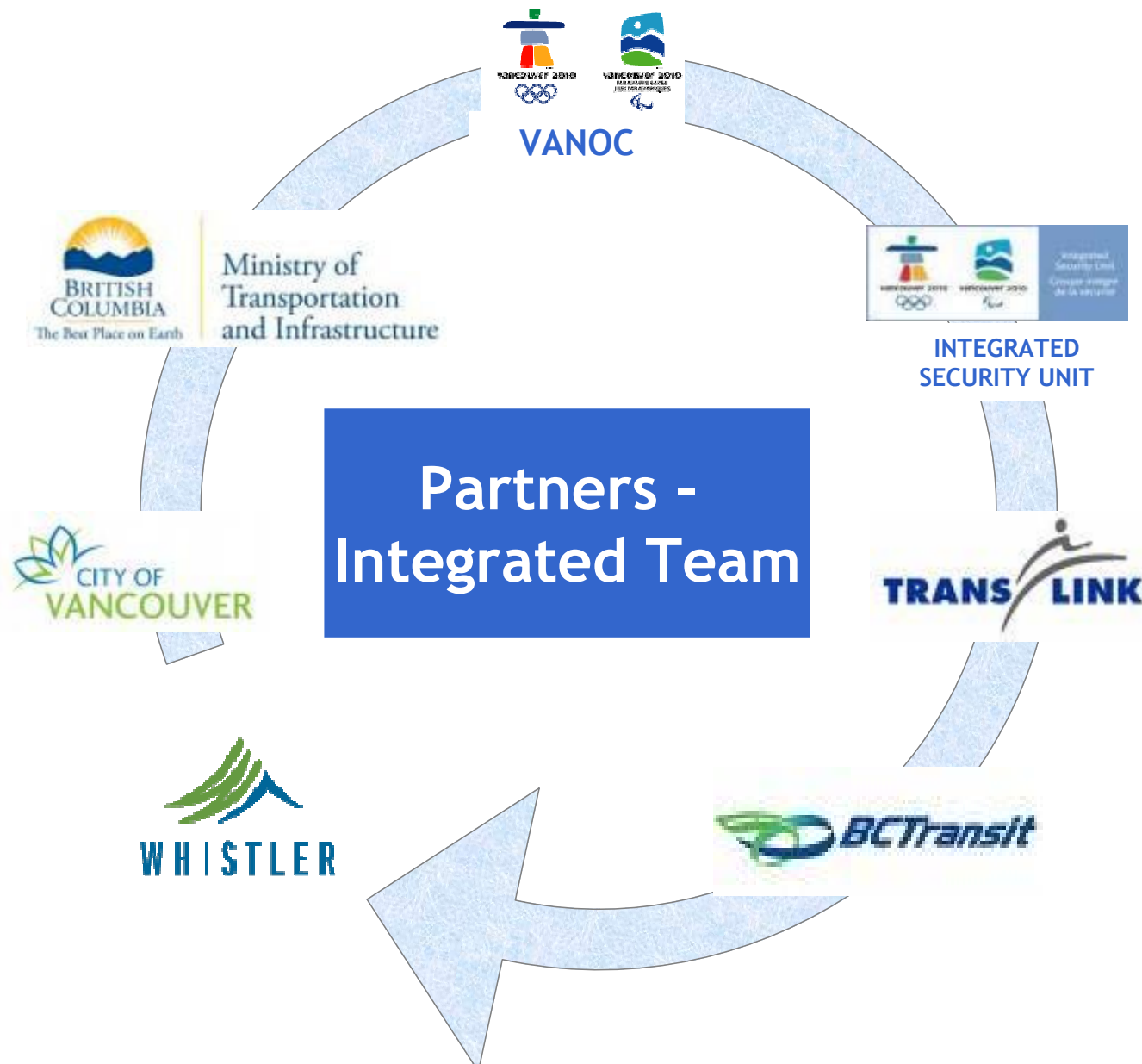
vancouver 2010  
Sustainability  
Durabilité



## Purpose:

To provide key findings from the City of Vancouver's transportation monitoring efforts during the 2010 Olympic Winter Games

# The Olympic & Paralympic Transportation Team (OPTT)



# Host City Olympic Transportation Goals



- A Successful Olympic Games
- A Functioning Urban City
- A Sustainable Olympic Games
- A Lasting Transportation Legacy





# Host City Transportation Challenges

- Increased Travel Demand
- Reduced Road Capacity



# Host City Transportation Monitoring

- Quantitative data for post-Games evaluation
- Data that has never previously been available
- Valuable to assess region's:
  - Ability to handle large-scale events
  - Response to sustainable transportation concepts



# Host City Transportation Monitoring: Key Sources of Data



- Pre-Games

- City of Vancouver Large Special Event Surveys (2007 & 2008)
- City, TransLink, & Transport Canada completed a “before” Downtown Screenline (November 2009)

- 2010 Winter Games

- City engaged UBC to conduct a Monitoring Study for the Downtown Screenline & Venue Surveys (February 2010)



# Host City Transportation Monitoring: Key Sources of Data

Various City monitoring  
efforts reported directly to  
Vancouver's Transportation  
Operations Centre

*(February 2010)*

V T O C  
VANCOUVER TRANSPORTATION OPERATIONS CENTRE



TRANSPORTATION METRICS





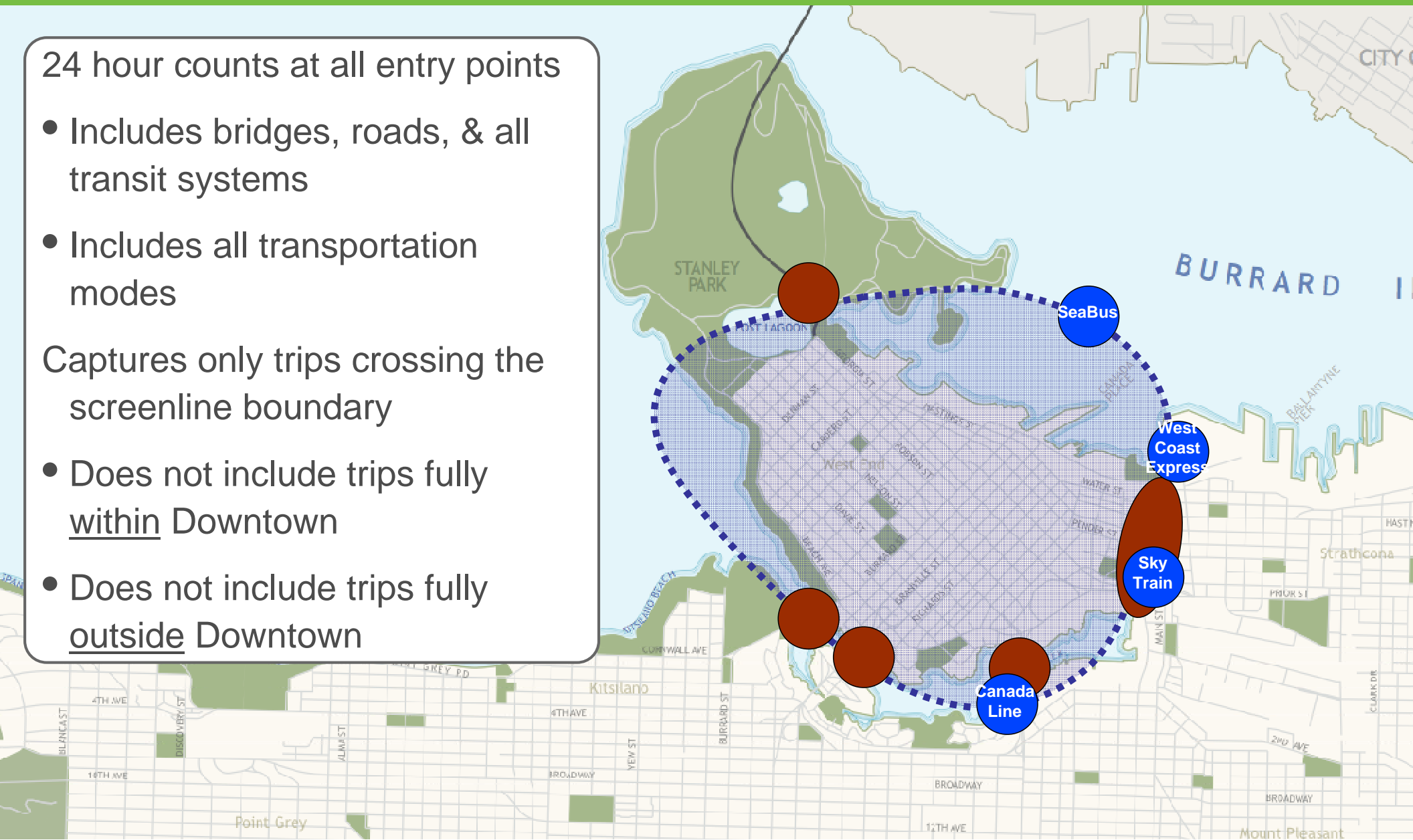
# Downtown Screenline Methodology: All Modes, All Entry Points, 24 Hours a Day

24 hour counts at all entry points

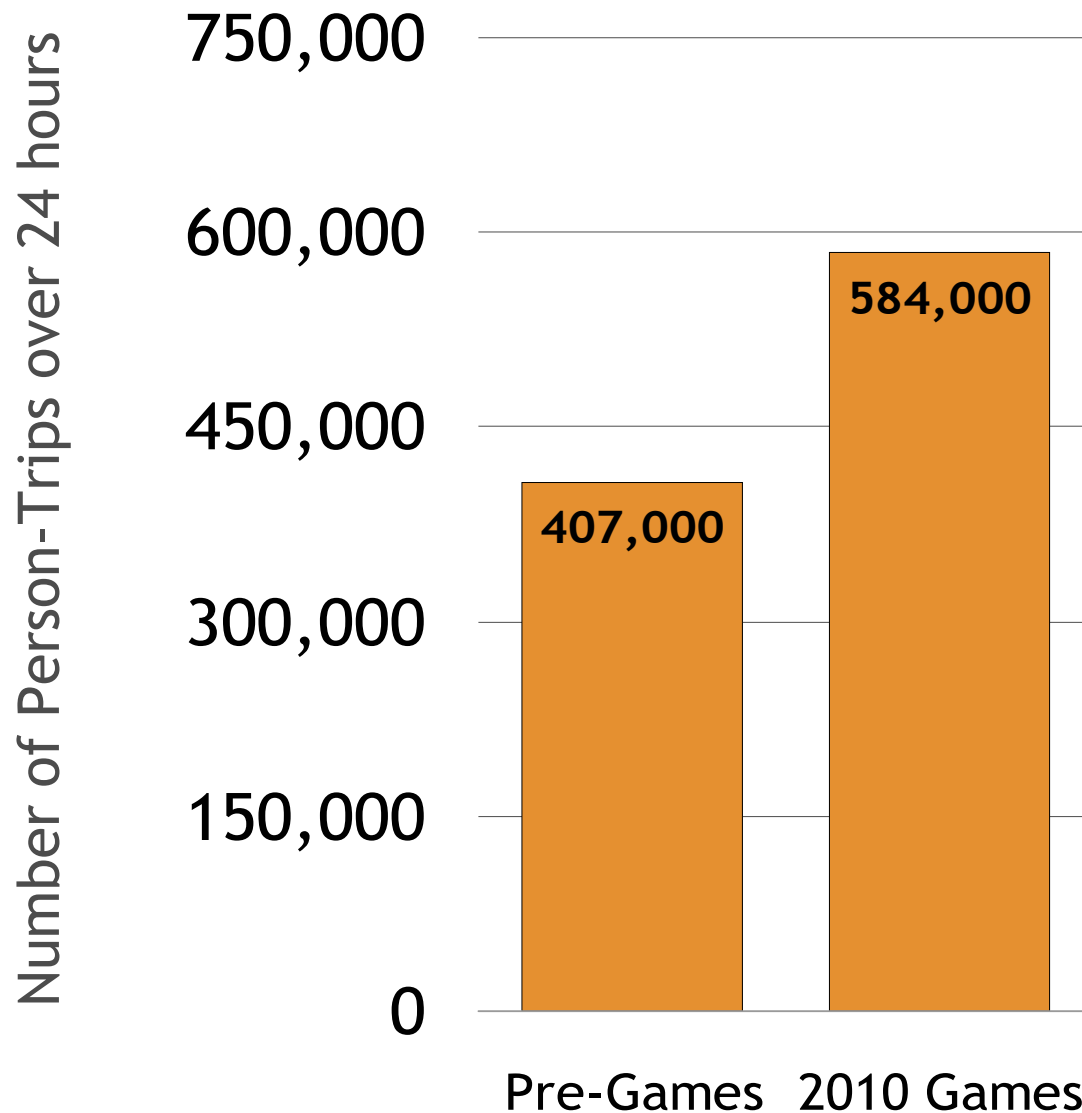
- Includes bridges, roads, & all transit systems
- Includes all transportation modes

Captures only trips crossing the screenline boundary

- Does not include trips fully within Downtown
- Does not include trips fully outside Downtown



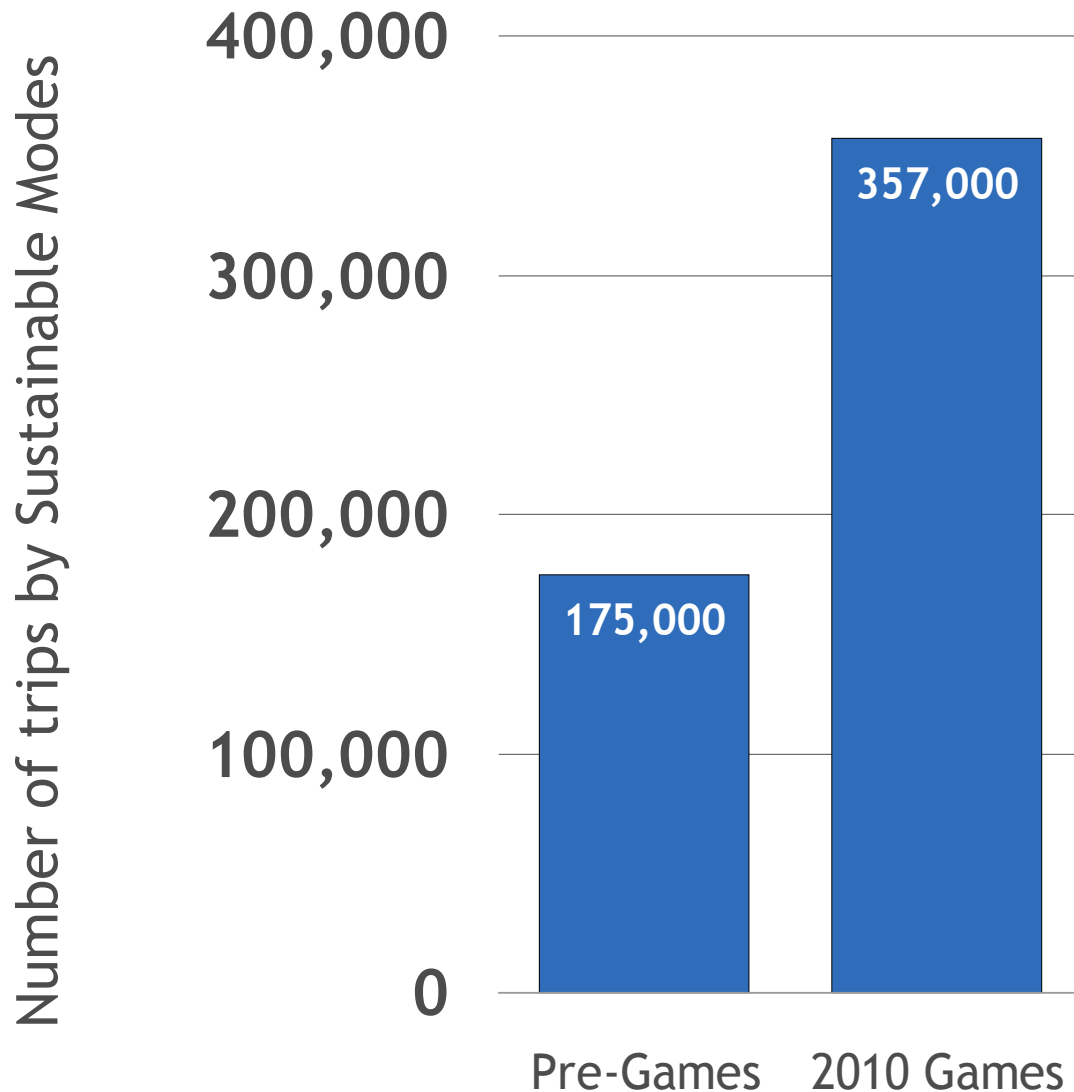
# Increased Travel Demand for the Games



Downtown  
Transportation  
network  
accommodated  
**44%** increase in  
person trips  
over 24 hours.

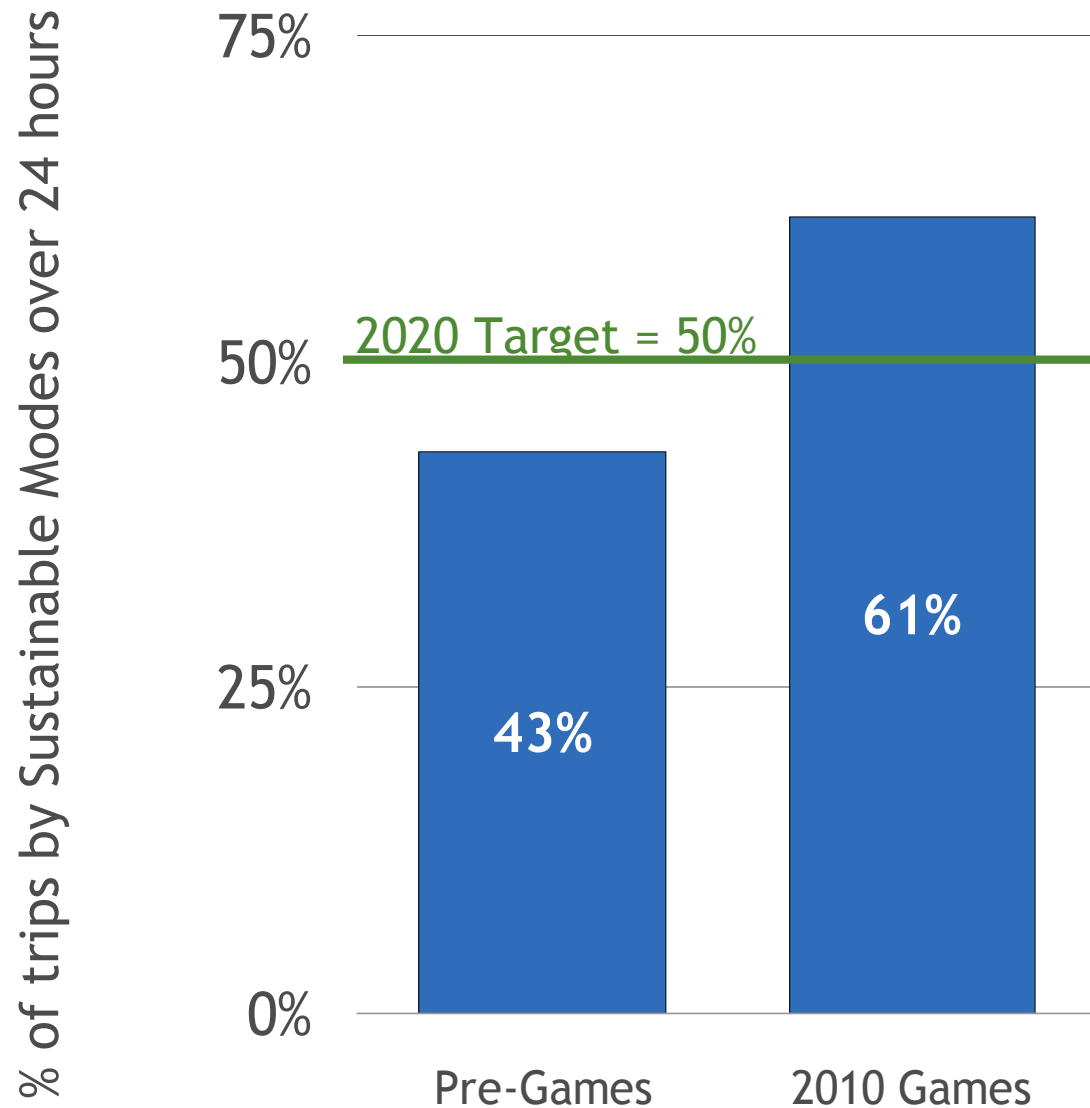


# Sustainable Trips Doubled for the Games



Trips to  
Downtown by  
walking, cycling,  
and transit **more  
than doubled**  
over 24 hours.

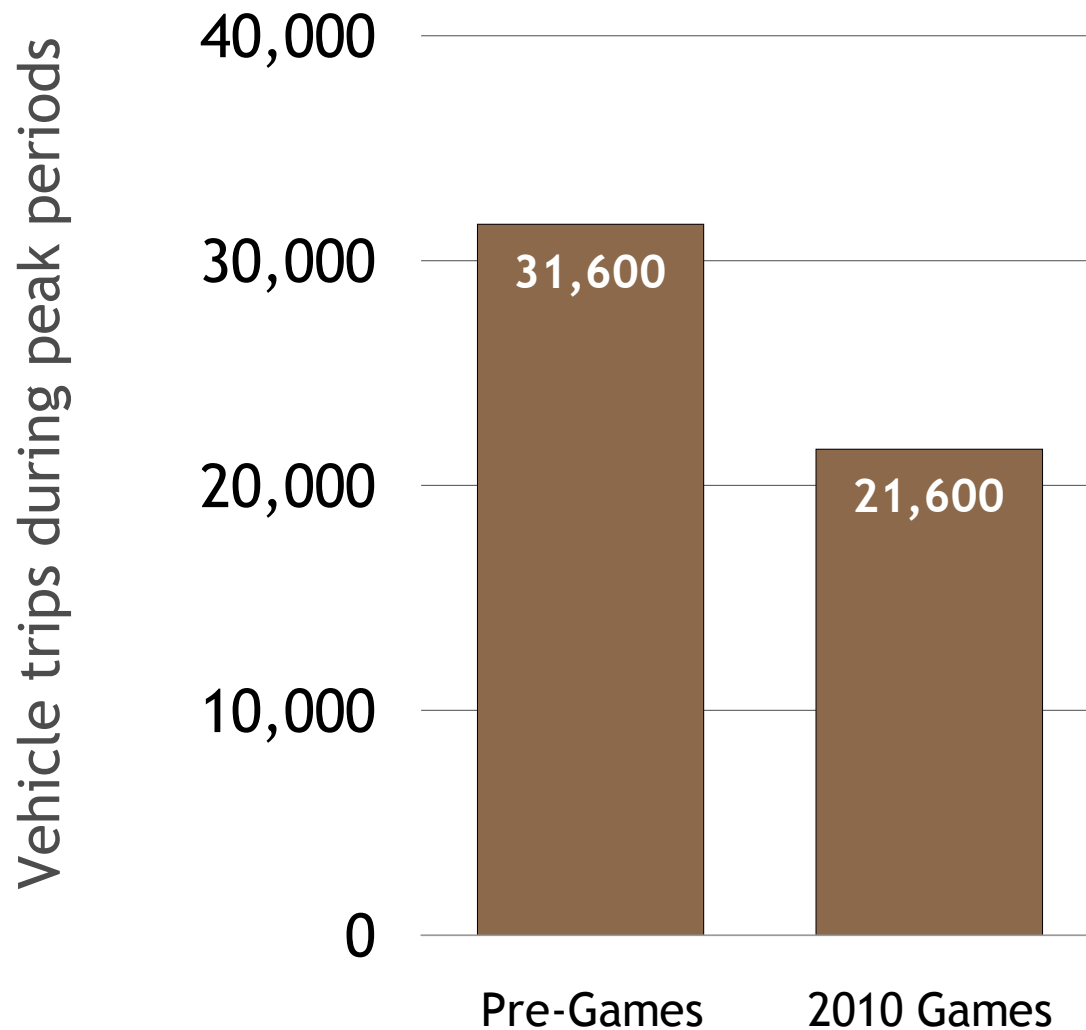
# Sustainable Transportation Mode Split



Vancouver  
achieved the 2020  
Greenest City  
mobility target for  
trips to Downtown  
during the 2010  
Winter Games.



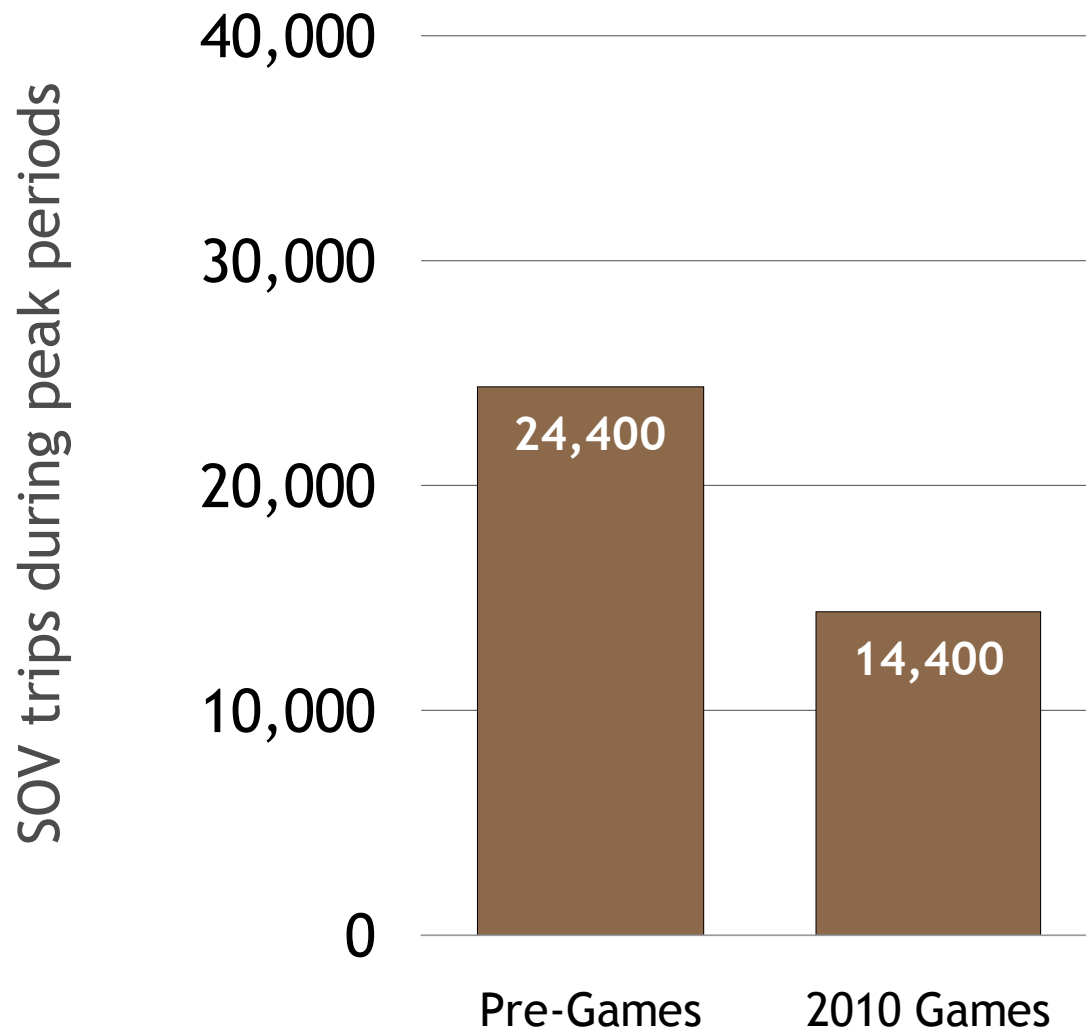
# Reduced Vehicle Trips During the Games



Vehicle trips  
to & from  
Downtown  
decreased by  
**29%** during  
peak periods.

Based on average of AM peak inbound (7 to 9 AM) and PM peak outbound (4 to 6 PM)  
Source: City Screenline Counts. Pre-Games = November 2009. 2010 Games = February 2010

# Reduced Single Occupancy Vehicle Trips

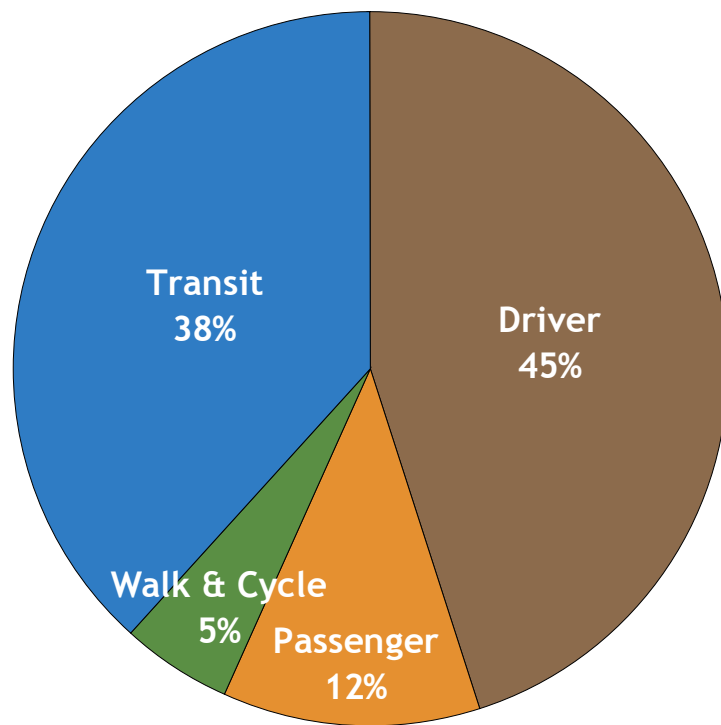


Single  
Occupancy  
Vehicle (SOV)  
trips to & from  
Downtown  
decreased by  
**41%** during  
peak periods.

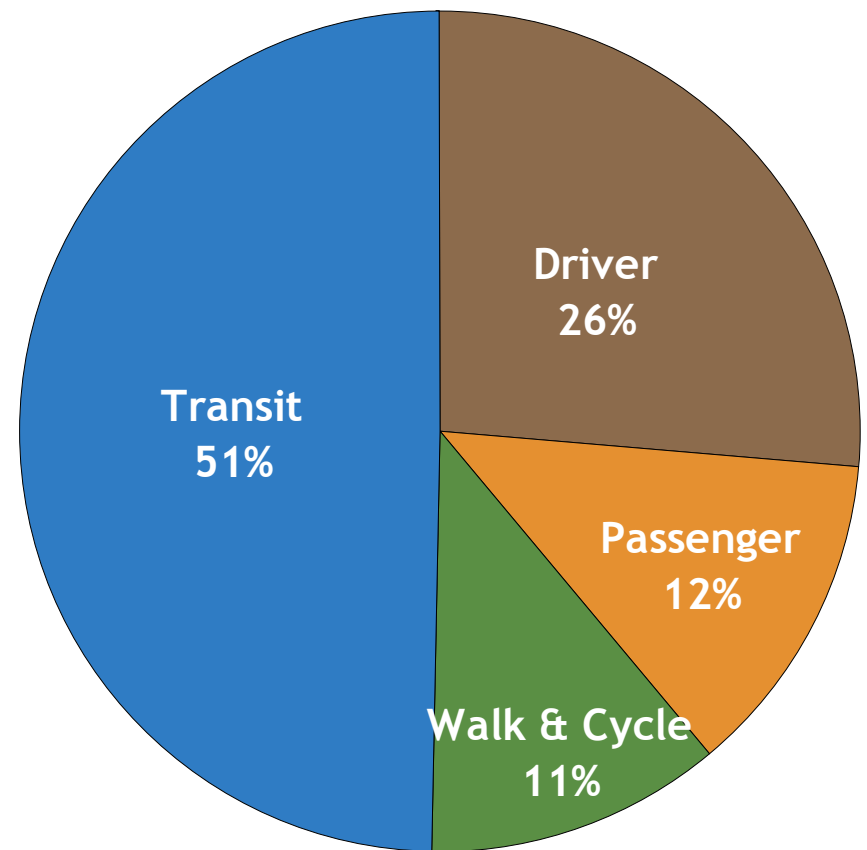
Based on average of AM peak inbound (7 to 9 AM) and PM peak outbound (4 to 6 PM)  
Source: City Screenline Counts. Pre-Games = November 2009. 2010 Games = February 2010



# Total Person Trips to Downtown (24 Hours During the Games)



**Pre-Games**  
(407,000 trips)



**2010 Games**  
(584,000 trips)

# Walking & Cycling Across Downtown Screenline

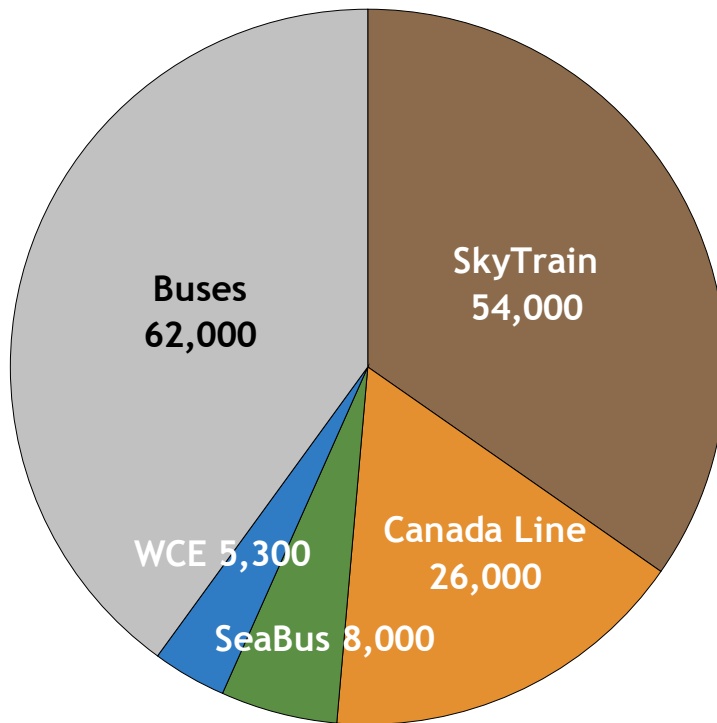
Walking & Cycling  
across the  
Downtown  
screenline  
increased from  
**20,000** trips per day  
to over  
**65,000** trips per day

# Walking & Cycling Across False Creek Bridges

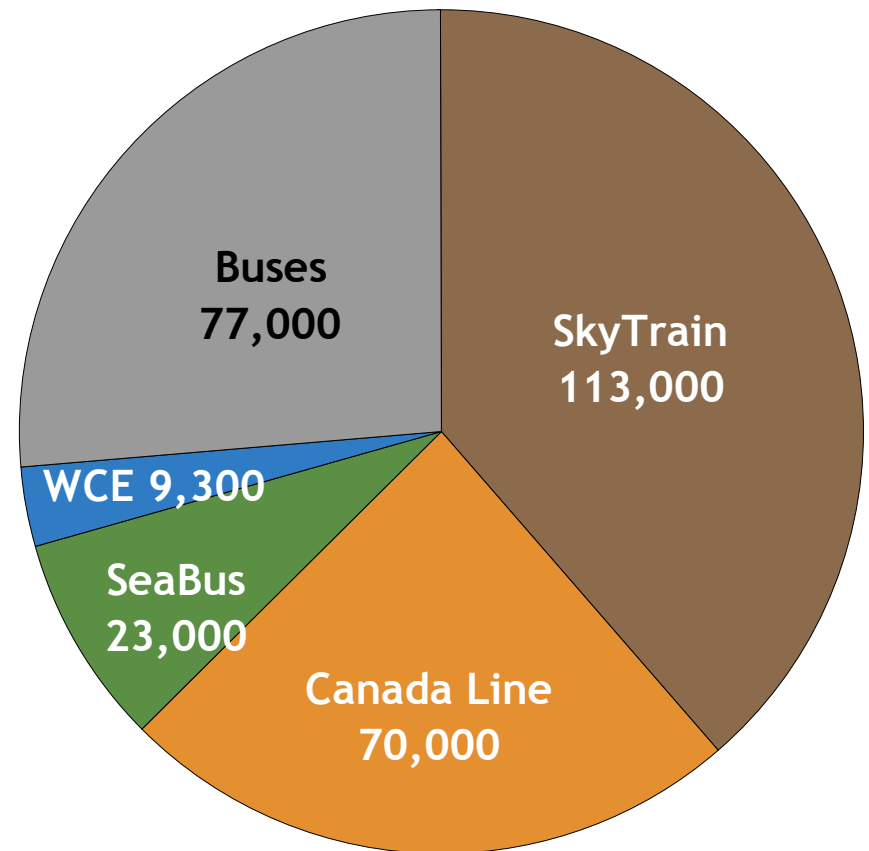
Walking & Cycling  
across the False  
Creek bridges  
increased from  
**5,000** trips per day  
to over  
**20,000** trips per day



# Increased Transit Trips During the Games

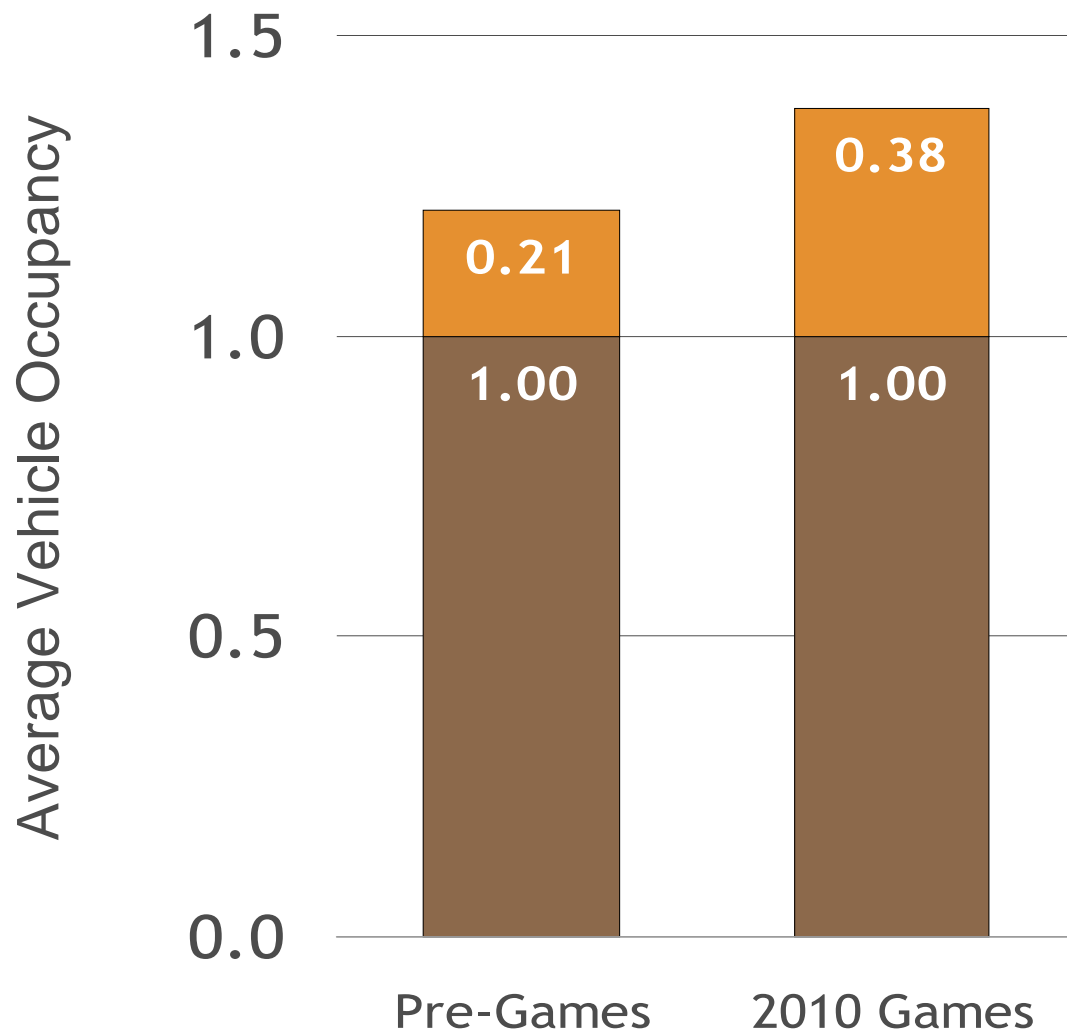


**Pre-Games**  
(155,000 trips)



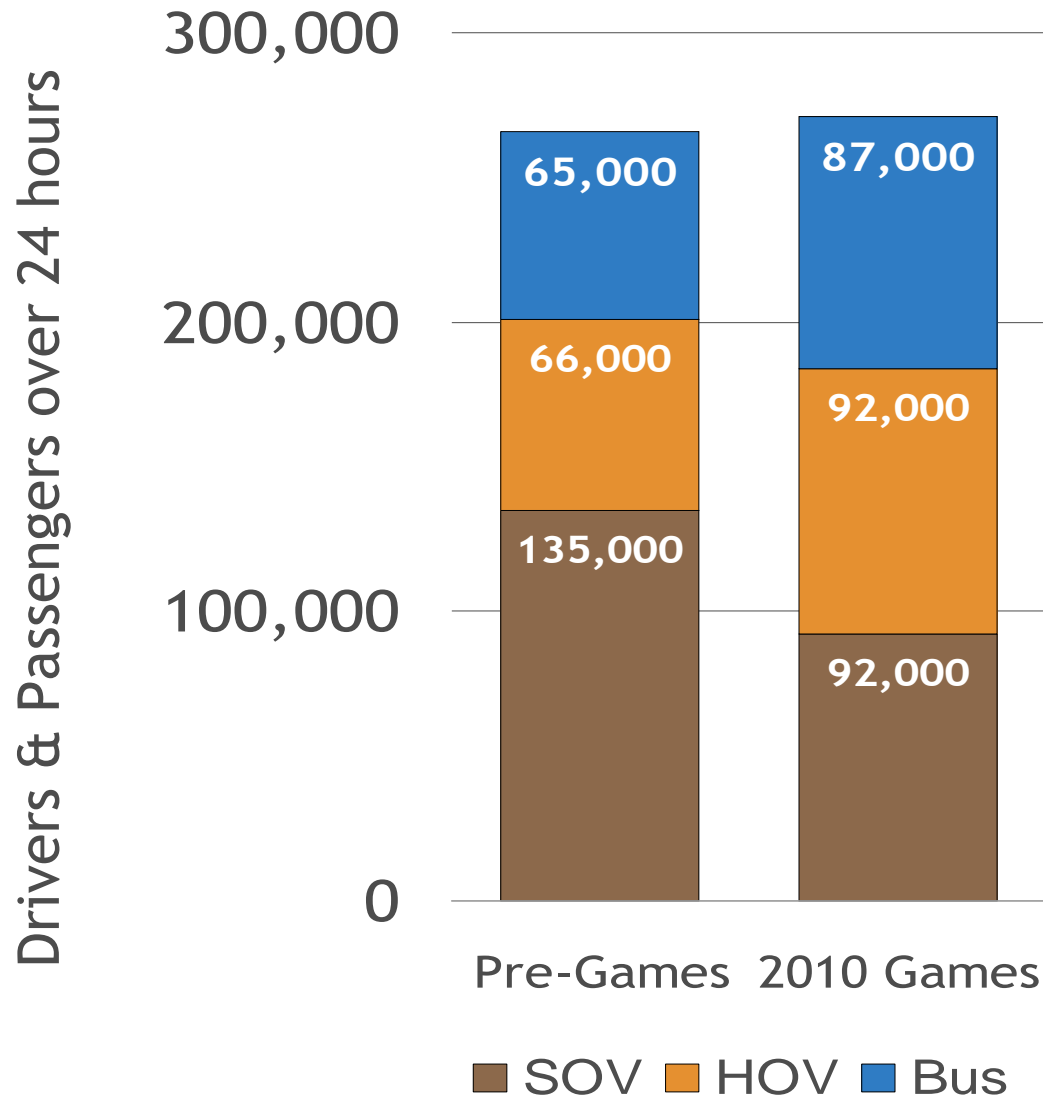
**2010 Winter Games**  
(292,000 trips)

# Increased Average Vehicle Occupancy



Average Vehicle  
Occupancy  
to & from  
Downtown  
increased by **14%**  
over 24 hours .

# Maintained Vehicular People Moving Capacity

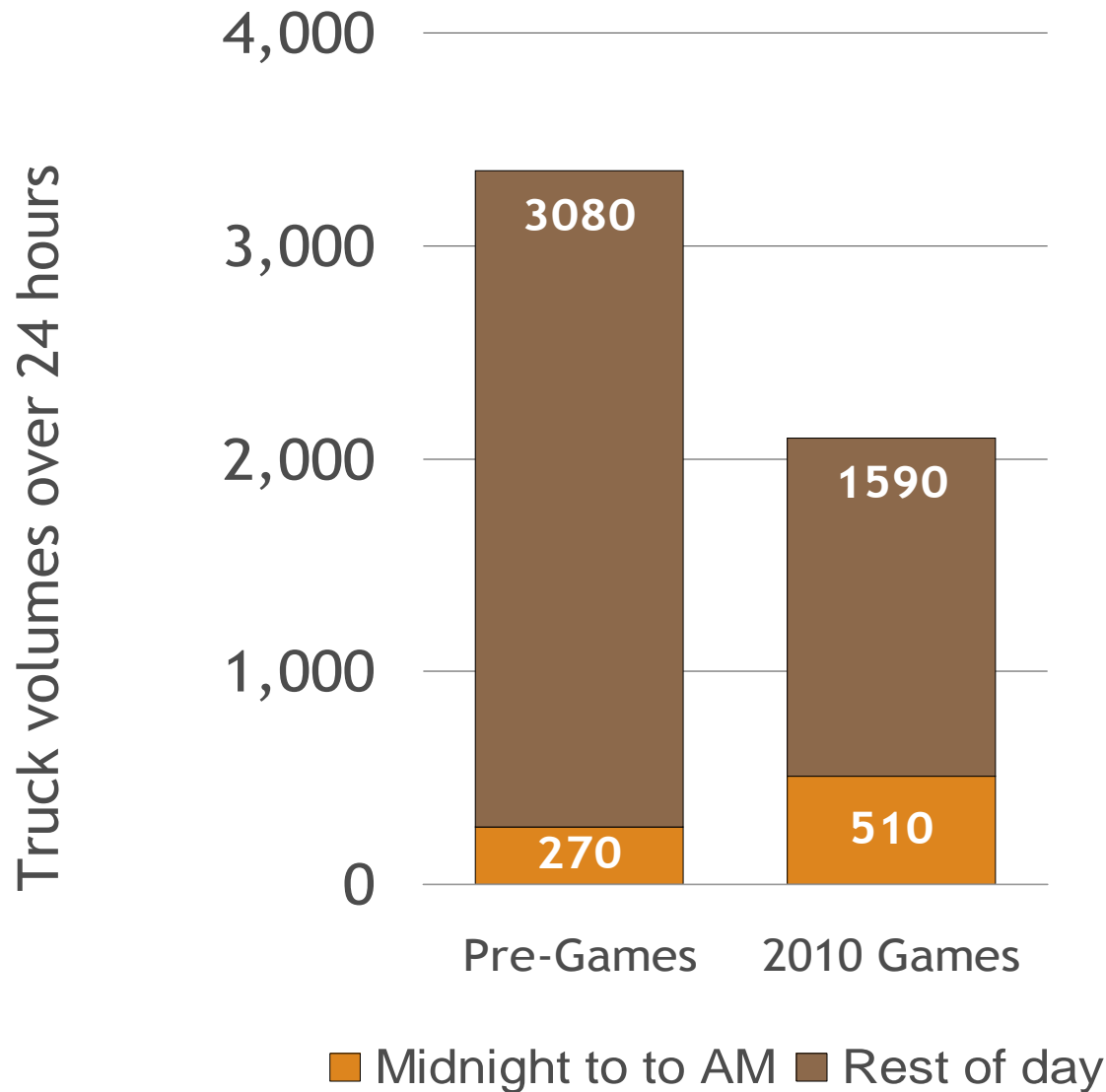


Vehicular people-moving capacity maintained with **20%** less road network into & out of Downtown.

SOV & HOV numbers include driver + passengers. Bus numbers include passengers only.  
Source: City Screenline Counts. Pre-Games = November 2009. 2010 Games = February 2010



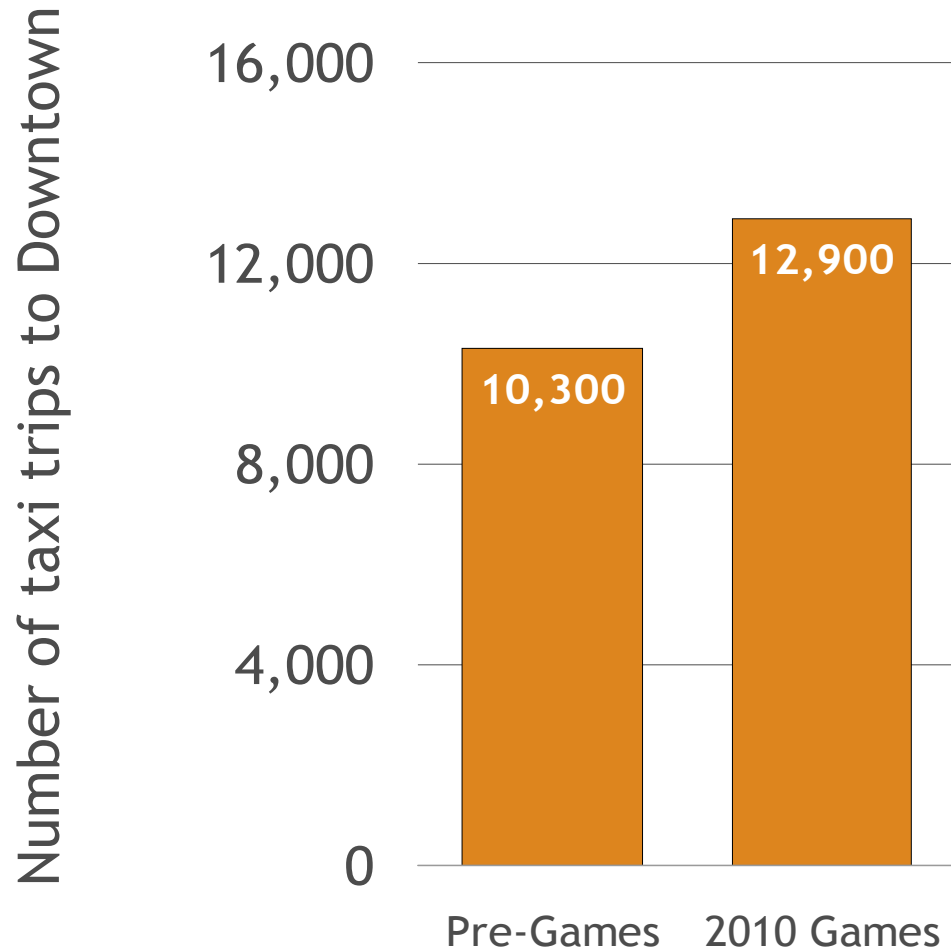
# Goods Movement to Downtown



Truck volumes  
decreased by  
**37%** over 24  
hours...

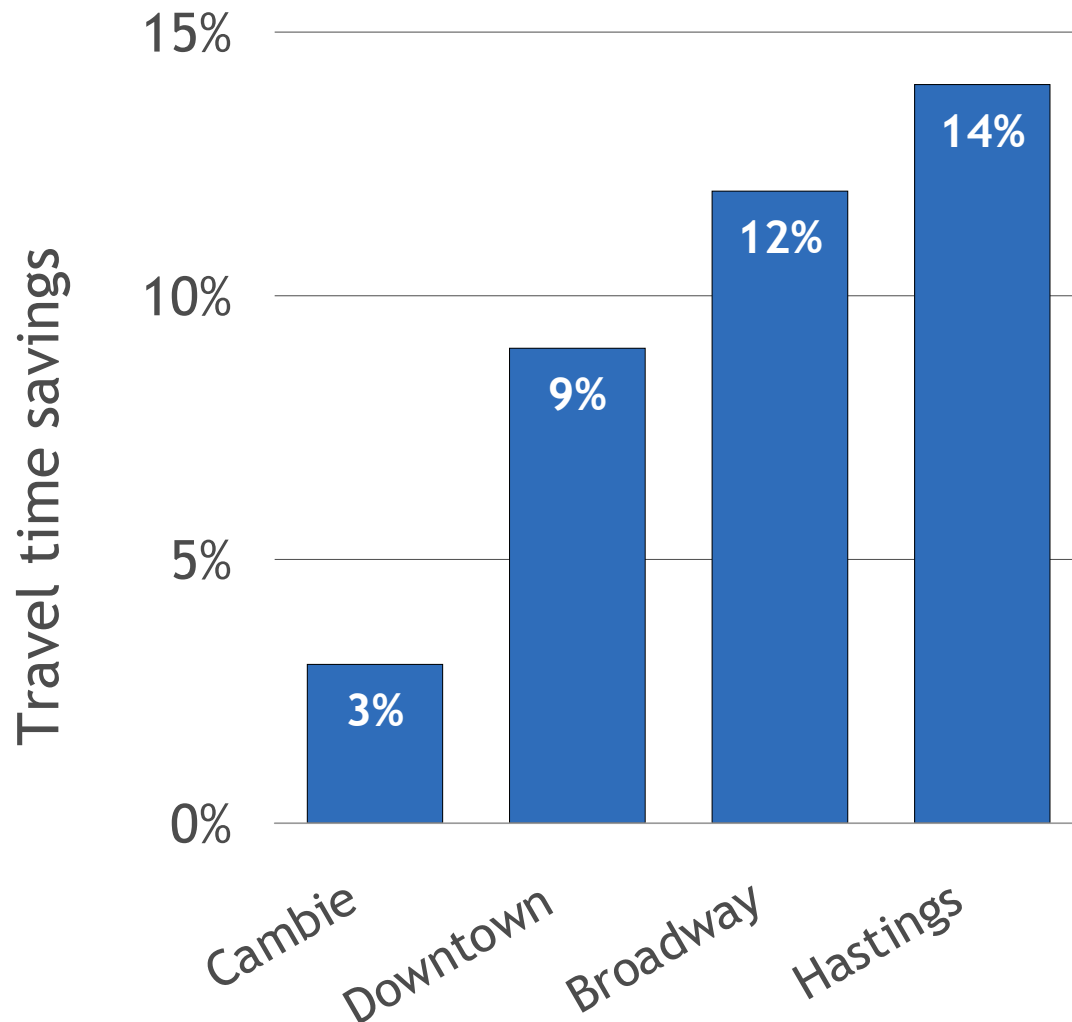
... but increased  
between midnight  
and 6 am.

# Increased Taxis During the Games

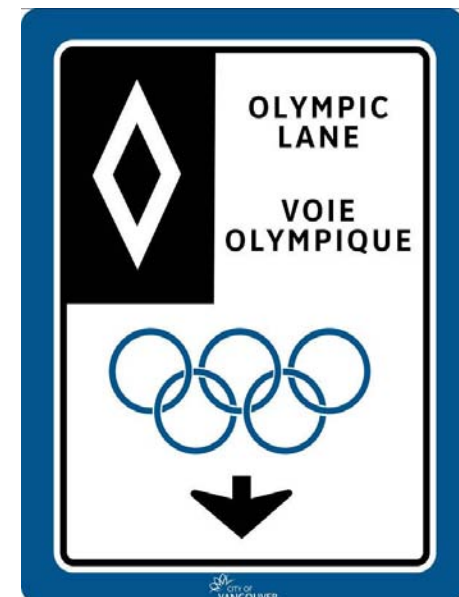


Taxis to  
Downtown  
increased **25%**  
over 24 hours.

# Olympic Lanes Travel Time Savings



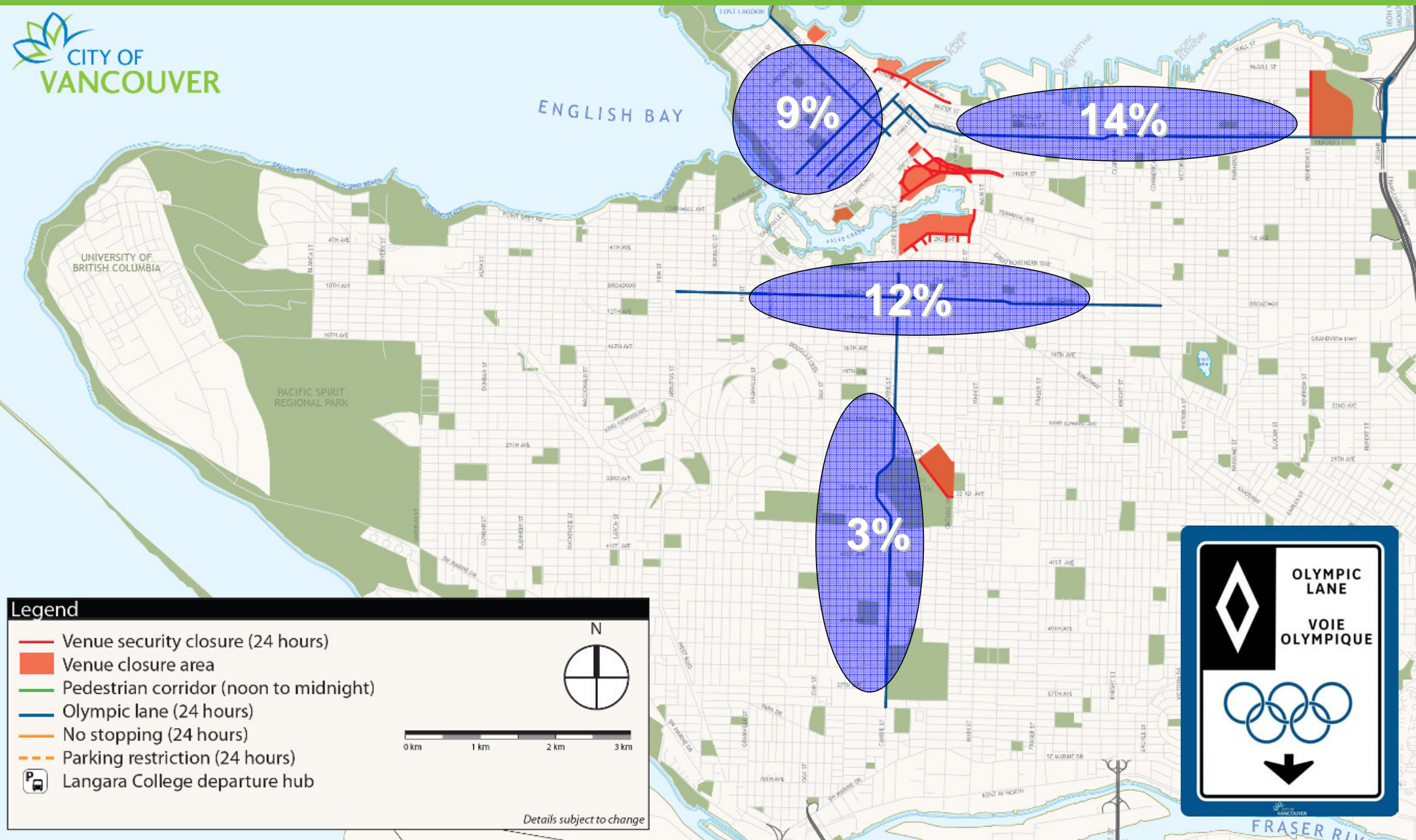
Olympic Lanes provided a travel time savings of 3 to 14 percent.



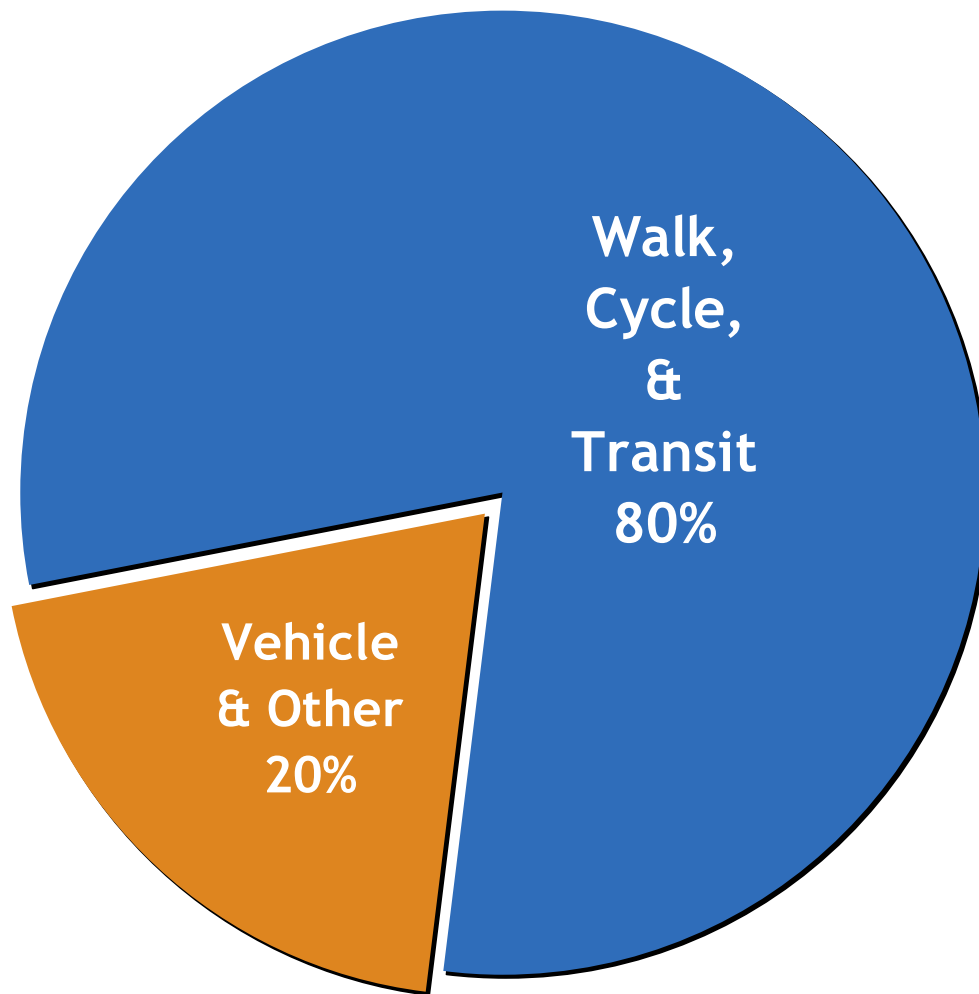
For accredited vehicles in Olympic Lanes compared to general purpose lanes.  
Source: City of Vancouver 2010 Winter Games Transportation Operations Centre



# Olympic Lanes Travel Time Savings

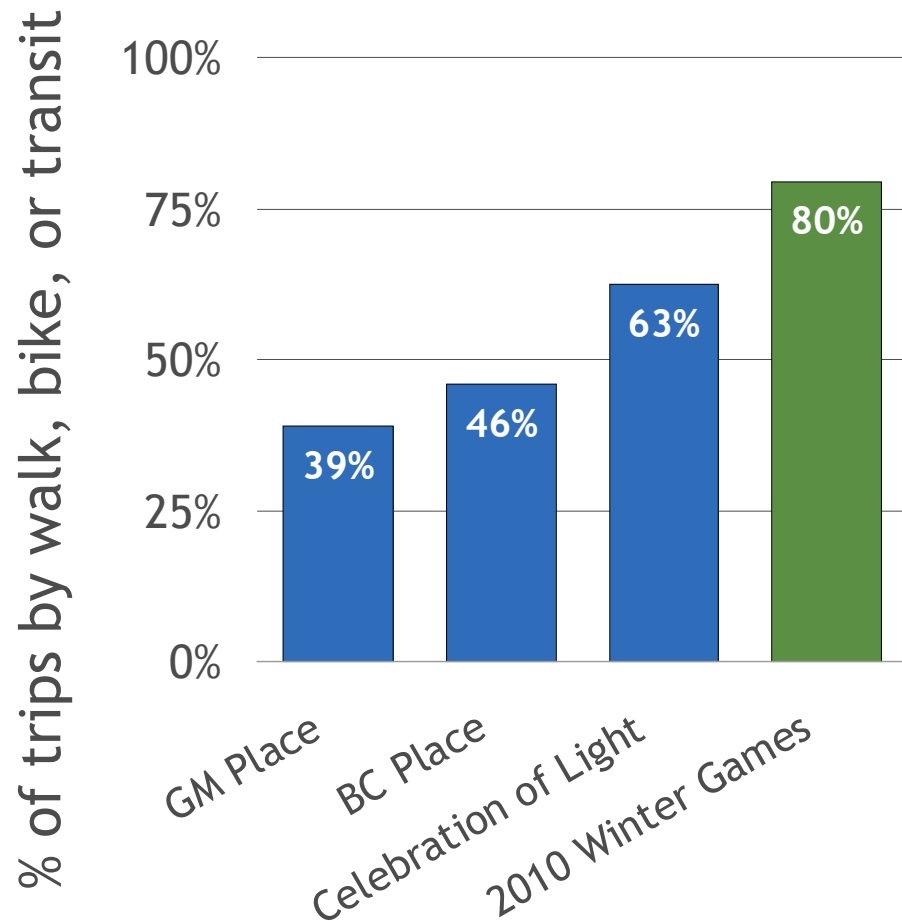


# Spectator Sustainable Transportation



Almost **80%** of spectators at Downtown venues walked, cycled, or took transit.

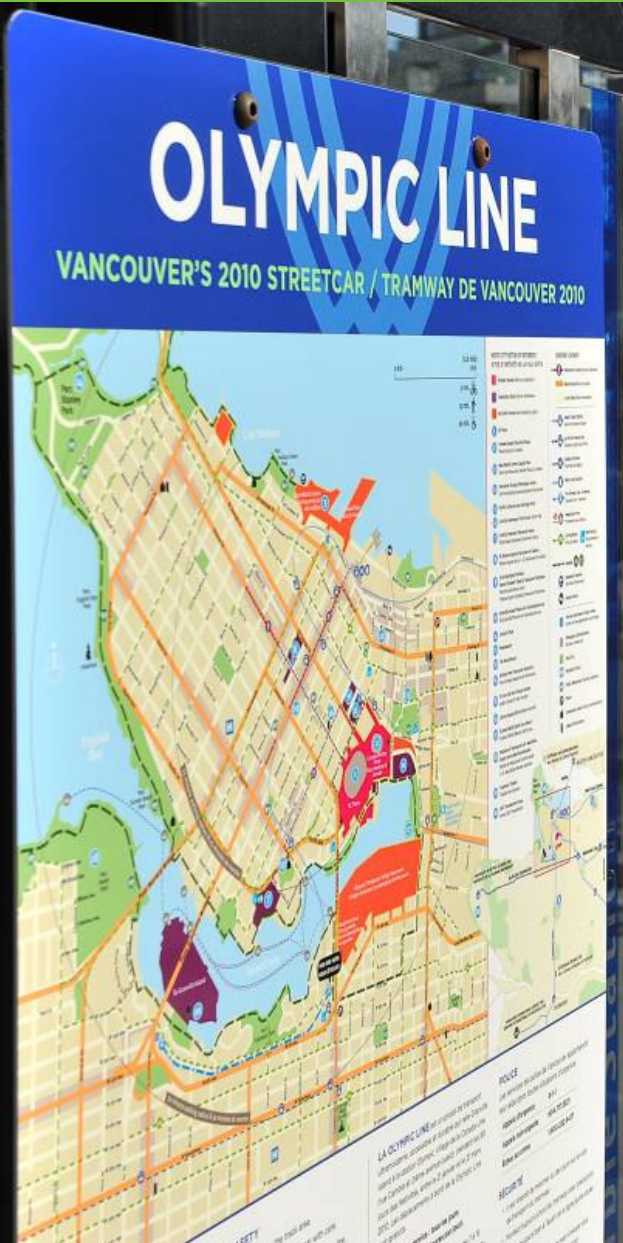
# Spectator Sustainable Transportation



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# Olympic Line Streetcar Ridership



The Olympic Line carried  
over half a million riders  
in just 60 days.

Olympic Daily Ridership:  
18,600

Average Daily Ridership:  
9,200

Source: City of Vancouver Host City Team



# Vibrant Downtown Pedestrian Corridors



**Over 350,000**  
people used the  
Downtown  
Pedestrian  
Corridors on its  
busiest days



# Secure Bicycle Parking at Venues

## Free Bike Parking During the 2010 Winter Games

PROVIDED BY THE CITY OF VANCOUVER



### BC Place

Nelson Street at Pacific Boulevard,  
under the Cambie Bridge

### Canada Hockey Place

Union Street at Quebec Street, west  
tennis court at Andy Livingstone Park

### Pacific Coliseum

Off East Hastings Street at Lillooet Street,  
along main entrance walkway

### Vancouver Olympic/ Paralympic Centre

Peveril Avenue at Manitoba Street

### LiveCity Downtown

Beatty Street at West Pender Street,  
in the EasyPark parkade

Visit the Host City website at  
[vancouver.ca](http://vancouver.ca) for more information.

### LiveCity Yaletown

Off Drake Street across from LiveCity entrance

### Canada Line Olympic Village Station

Off West 6th Avenue between  
the Canada Line and Olympic Line Stations



Over 3,400 people  
used the free valet  
bike parking at  
venues and  
LiveCity sites.





# THANK YOU !!!

- Olympic Transportation Team Partners
  - VANOC, TransLink, Ministry of Transportation & Infrastructure, Integrated Security Unit, BC Transit, Municipality of Whistler
- Residents, Businesses, and Visitors
- Media
- City of Vancouver Host City and Transportation Staff

Walking will be the best way to get around downtown Vancouver during the 2010 Winter Games.

Know Before You Go, visit **TravelSmart2010.ca.**





# Looking forward from 2010 to 2020

The transportation **legacy** of the Host City Olympic Transportation Plan was a proven local example of a large scale travel behaviour **shift to sustainable modes**, in unprecedented and record numbers.

