

# READY TO GO

The San Francisco Bay Area has one of the most extensive transportation networks of any metropolitan region in the U.S.—a well-developed infrastructure system of highways, transit systems, rail networks, airports and harbors that is ready today to handle the demands of all participants and spectators at the 2012 Olympic Games. The San Francisco Bay Area currently has a greater public transportation capacity than all the recent host cities.

Equally critical, the San Francisco Bay Area also has the necessary planning and management organization and infrastructure in place today to stage successful Olympic transportation operations. The Metropolitan Transportation Commission (MTC), supported by the Bay Area Partnership, has served as the principal agency coordinating transportation planning for the San Francisco 2012 Olympic Bid. The Bay Area Partnership Board consists of top managers from the State Department of Transportation, transit operators and other transportation planning and funding organizations. This level of cooperation between all departments of transportation and the region's agencies sets the San Francisco 2012 Bid apart, as does the leadership of the MTC. This bid is endorsed by all participating agencies and represents the best thinking on the part of these agencies, guided by Olympic transportation experts who have assisted in our plan every step of the way.





## Existing Infrastructure

All necessary transportation infrastructure is already in place to serve the needs of the 2012 Olympic Games in the San Francisco Bay Area. One additional project that will enhance the spectator transportation system is the extension of BART along the East Bay to San Jose. This project has already received approval from the voters and 80% of the costs of the project are funded locally. In fact, the vast majority of over \$90 billion slated for transportation in the region in the next two decades will be spent to improve and maintain existing infrastructure.

State-of-the-art traffic management centers are also already in place to provide critical management and response throughout *The Ring of Gold*.

## Sporting Transportation

We estimate that 2% of all spectators will use a bicycle to reach the venues, an environmental and healthful approach consistent with experience in events such as the 1994 World Cup and baseball games at Pacific Bell Park. Walking also plays a significant role in the San Francisco 2012 plan. Public transit serves all the venues in *The Ring of Gold*, with all but two venues within an easy half-mile walk of the transit station. Additionally, we will provide bicycles at all park-n-ride locations to give spectators the opportunity to ride to the venue rather than board a shuttle bus. The venues will feature secure bicycle parking, a system that has proven very successful at most major venues in *The Ring of Gold*.

## World-Class Systems

San Francisco 2012 aligns perfectly with the direction of the IOC for future Games, relying on existing public transportation infrastructure for spectators in a compact but distributed venue plan that does not overload the systems. The Olympic Family Transportation Systems will work effectively because experts in Olympic transportation, based on proven systems, have designed them.

# RELIABLE and Multi-Modal

**With the Olympic Lane 'ringing the Bay' and a multi-modal public transit system fully capable of carrying all Olympic spectators (with back-up options), San Francisco 2012 has created a double transportation ring to support *The Ring of Gold* venue plan.**

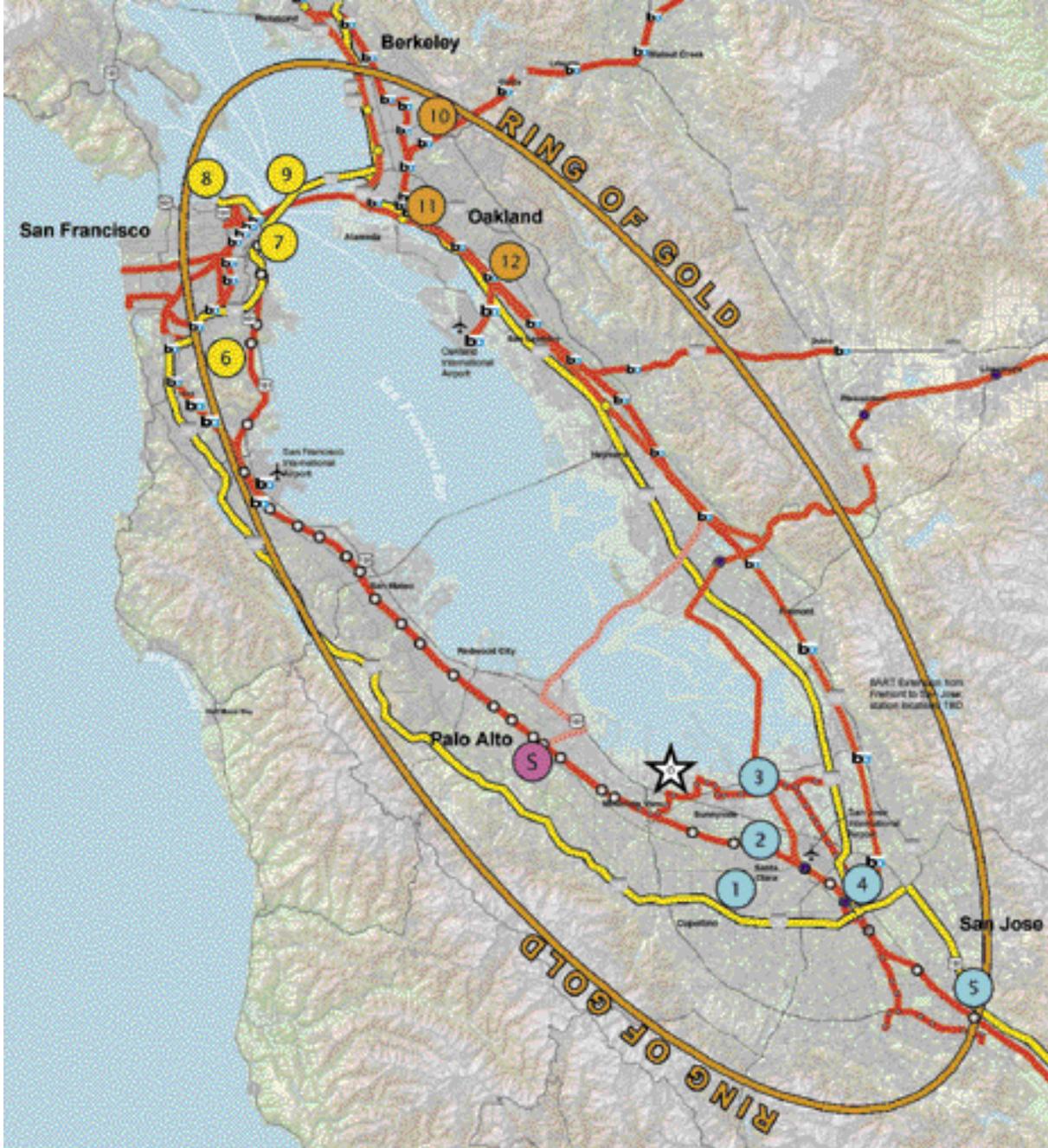
A dedicated Olympic Lane will be available on the region's highway system to allow free flowing, dependable movement of all Olympic traffic. The California Highway Patrol (CHP) will provide escorts for all athlete transportation and for other critical Olympic movements, as it did so successfully in 1984. All Olympic Family transportation is backed up by a support system of 300 additional buses strategically placed along the transportation corridors, ready to respond within 10 minutes to any needs.

The spectator transportation plan is focused on the public transit system, which is capable of carrying 100% of the forecasted spectators on the busiest day of the Games – Day 10 – and still of carrying all passengers who regularly use these transit networks. This network consists of commuter rail and heavy and light rail. The region's vast public bus system is reserved as a backup to the rail network. As part of their ticket purchase, all spectators will receive a TransLink® smart card, developed by the MTC, that will enable them to ride any public transit to their events. Spectators will be able to plan and schedule their travel interactively, using the *MyOlympicGames* Internet portal.

The San Francisco Bay Area is more than able to transport the forecasted spectator demand and offers significantly more rail service and rail capacity than what was available for previous Olympic Games.

## Maximum Hourly Rail Capacity: San Francisco Region and Recent Summer Olympic Games Host Regions

Host Region	Type of Rail Transit serving venues	Maximum Hourly Capacity serving venues
Barcelona	One terminal line and one through urban line	59,000, 2 lines
Atlanta	Heavy rail throughout core metro area	64,000 per line, 2 lines
Sydney	Commuter rail	24,000
San Francisco	Heavy rail, commuter rail, and light rail	193,112 total hourly capacity serving all Olympic venues



The Ring of Gold

## Venues and Venue Clusters

### ☆ OLYMPIC VILLAGE

### Ⓢ STANFORD VENUE CLUSTER

Opening and Closing Ceremonies  
Stanford Stadium, Swimming and Diving  
Complex, Intramural West, Maples  
Pavilion,  
Sunken Diamond

### SOUTH BAY VENUE CLUSTER

1) George Haines International Swim  
Center, Mission College

2) Santa Clara University

3) Santa Clara Velodrome

4) Downtown San Jose (Arena,  
Convention Center, San Jose State  
University)

5) San Jose Shooting Center

### SAN FRANCISCO VENUE CENTER

6) Bayshore (Candlestick Park, Cow  
Palace)

7) Downtown (Pacific Bell Park,  
Moscone Center, IOC and USOC Hotels)

8) Marina Green and Aquatic Park

9) Treasure Island

### EAST BAY VENUE CLUSTER

10) U.C. Berkeley (Edwards Field, Haas  
Pavilion, Memorial Stadium)

11) Downtown Oakland (Kaiser  
Auditorium)

12) Network Associates Coliseum and  
Oakland Arena

# Olympic Family Transportation

## PROVEN, FLEXIBLE, SECURE

SF 2012 has developed Olympic Family Transportation around the proven systems and methods of previous organizing committees.

Most importantly, the Athlete Transportation system relies on buses and vans to ensure seamless, trouble-free delivery of athletes to training and competition. Once on the bus at the conveniently located Transportation Mall in the Olympic Village, athletes can focus total attention on their competition, arriving via Olympic Lanes directly at their venue's dedicated athlete entrance. Unanimously, Olympians strongly urged the transportation planners to use the more direct, reliable and less intrusive bus system, rather than a ferry or rail system.

The Media Transportation System will provide 24-hour service from hotels to the Main Press Center and International Broadcast Center and then to all venues, as well as express services from specified hotels directly to each of the four Venue Clusters in *The Ring of Gold*.

### Airports and Ports

Three international airports serve the San Francisco Bay Area. The region is already investing over \$6 billion in the regional airport system prior to the Olympic Games in 2012. In addition, the FAA is upgrading their air traffic control center in Sacramento to provide state-of-the-art air traffic control systems for Northern California.

San Francisco International Airport (SFO) will be the hub for international and Olympic Family access to the region with Oakland Airport and San Jose Airport providing support for international flights as needed. Oakland and San Jose can also absorb much of the incremental domestic travel coming to the region for the Olympic Games.

SFO, the main international airport serving the region, is the eighth busiest airport in the world, serving over 40 million passengers annually. The new International Terminal added 26 new gates and is the largest in North America. SFO is ready today with a greater capacity in its International Terminal than Atlanta or Sydney had at the height of their Games. San Jose International Airport (SJC) will serve

18.2 million by the year 2012, and Oakland International Airport (OAK) will serve 23 new domestic markets and 16 new international markets. The Port of Oakland is the fourth largest port in the U.S. and offers all the required capacity and services to meet Olympic freight shipping needs.



# Day 10 Transportation Study

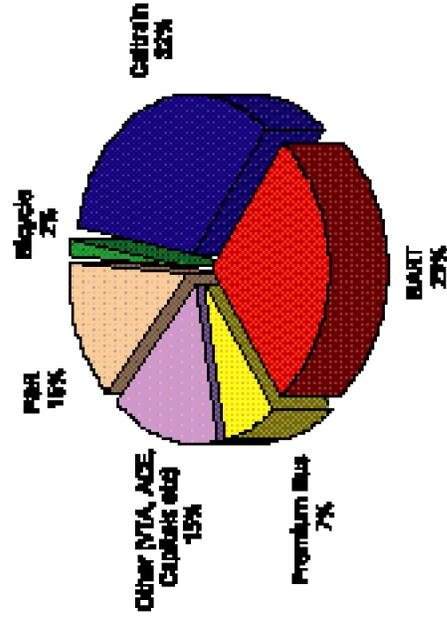
SF 2012 undertook an intensive study of the Spectator Transportation System, focusing on the busiest day of the Games, Day 10. This study accounted for every spectator for every event. The results of this 80-page study: the San Francisco Rail Network has the capacity to transport 100% of spectators, more than twice the total spectators transported on the busiest day in Sydney 2000. The complete story is available at [www.basoc2012.org](http://www.basoc2012.org).

## To & From Venue Cluster

	Total Spectators	Caltrain	%	BART	%	Premium Bus	%	Other	%	Park & Ride	%	Bicycle	%
<b>STANFORD CLUSTER</b>	457,600	313,343	68%	0	0%	28,860	6%	37,987	8%	68,640	15%	9,152	2%
<b>SAN JOSE CLUSTER</b>	240,000	97,560	41%	38,718	16%	14,760	6%	38,806	16%	44,002	18%	2,398	1%
<b>BERKELEY/OAKLAND CLUSTER</b>	267,200	0	0%	209,063	78%	15,360	6%	0	0%	40,079	15%	2,669	1%
<b>SAN FRANCISCO CLUSTER</b>	289,600	0	0%	116,476	40%	32,760	11%	106,018	37%	28,960	10%	5,793	2%
<b>TOTALS</b>	1,254,400	410,903	33%	364,257	29%	91,740	7%	182,811	15%	181,681	14%	20,012	2%

NOTE: Multiple Sessions Double-Counted

## Regional Transit Mode Share - Day 10



## Regional Spectator Movements

Description	Amount
<b>Total Movements</b>	1,254,400
Caltrain	410,903
BART	364,257
Premium Bus	91,740
Other (VTA, ACE, Capitols etc)	182,811
Park & Ride	181,681
Bicycle	20,012