



Venue:
Monterey Horse Park

See legend above

ATTACHMENT B*Venue and Venue Cluster**Transportation Analysis**Day 10*

TRANSPORTATION ANALYSIS

Spectator transport is one of the critical challenges for hosting a successful Olympic Games. Recognizing the unique challenge this presents to a region's transportation system, the region's transit operators along with the California Department of Transportation and the California Highway Patrol, met to consider how to meet the forecasted demand. The team first identified the busiest day of the 2012 Olympic Games for the transportation system. Day 10 was found to be the day with the heaviest transportation demand as it is one of the heaviest spectator demand days which also coincides with the traditional Monday work commute.

For the purposes of this analysis, all spectators were assumed to be starting and ending their trips from the three main accommodation centers: Northwestern (San Francisco), Northeastern (Oakland, Oakland Airport, Berkeley, Concord, and Walnut Creek) and Southern (San Jose).

Most event venues are located in groups and therefore, grouped into venue clusters. The UC Berkeley Campus provides an illustrative example. There are three venues on the UC Berkeley campus. Since the cluster will be served by the same set of transit providers, rather than evaluate each venue's individual impact on the transit system, the collective impact of the venue cluster was analyzed. This was repeated for the following areas/venue clusters:

- 1. Berkeley
- 2. Oakland
- 3. San Francisco
- 4. Stanford
- 5. Santa Clara
- 6. San Jose

These venue clusters fell along the three main transportation corridors described in the text of the addendum. Within the main transportation corridor, there are sub-corridors of transit demand. These include:

- Corridor 1: San Francisco to Stanford/Santa Clara
- Corridor 2: San Jose to Stanford/Santa Clara
- Corridor 3: Oakland to San Francisco
- Corridor 4: San Francisco to Oakland
- Corridor 5: Oakland to Berkeley
- Corridor 6: San Francisco to Colma

The sub-corridors were defined based on the logical pattern of travel on the transit system between the accommodation centers and the venues.

Demand was calculated by hour using the start and end time for each event. Arrival and departure patterns were assumed based on observations from previous Olympic Games and based upon other factors that will influence when people re-enter the transit system after an event ends. Opportunities for participating in festivities, dining or other cultural opportunities in the neighboring community were the main factors considered. The

aggregate demand was then assigned to the appropriate transit provider within the sub-corridor. For example, BART must carry spectators traveling throughout the region. Spectators traveling to Berkeley or Oakland from San Francisco or traveling within the Berkeley / Oakland area on BART will have a cumulative impact on the system. Thus, once BART demand was calculated for each cluster, it was then assigned to an entire segment of the BART system.

On the pages to follow are the spreadsheets showing the arrival and departure patterns for all spectators using the rail transit network within each transit sub-corridor. The figures are also reported by operator, and by direction of travel with Southbound travel reported in red and Northbound travel reported in purple. To provide an orientation to the reader, a Rail Linkages map is provided and depicts the accommodation centers and the sub-corridors of the transit system. Following this map, are spreadsheets and charts illustrating the demand by hour for the main rail transit providers.

A more detailed analysis was conducted for each of the venue clusters and is provided at the end of the addendum. For each venue cluster, demand for Park-n-Ride spaces, the number of shuttles to serve Park-n-Ride lots, bicycle storage requirements, numbers of premium buses needed and the number of spectators traveling on the public transit system were calculated.

