

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: January 20, 2010

SUBJECT: PUBLIC TRANSIT FOR THE 2015 PAN AM GAMES

ACTION ITEM

RECOMMENDATIONS

It is recommended that the Commission:

1) Note that:

- the 2015 Pan American and Parapan American games will involve competitions in 40-to-50 sports at more than 50 venues throughout Toronto and the Golden Horseshoe from July 10 to July 26, 2015;
- many of the events within the City of Toronto will take place at existing facilities in downtown Toronto and Exhibition Place -- locations which are already well-served by transit;
- a new Pan American Aquatics Centre and Canadian Sport Institute of Ontario facility will be constructed at the University of Toronto Scarborough (UTSC), and improved transit facilities will be required to effectively serve this new sports complex;
- at this time, the TTC's priorities remain the State-of-Good-Repair work required to upgrade, modernize, and increase the capacity of the Scarborough RT in advance of the Games, as well as proceeding with the priority *Transit City* light rail projects -- such as the Sheppard East LRT line -- which will also provide service to events in Scarborough;
- the planned Scarborough-Malvern LRT line would provide excellent direct service to the venues planned at UTSC, as well as providing excellent service to this expanding major educational institution, but the construction of this line is not included in Metrolinx's near-term funding priorities;
- a new Athletes' Village is planned for the West Don Lands area, which will be served by a new streetcar line planned for Cherry Street;
- based on the experience of other cities that have hosted major international sporting events such as the Pan American Games and the Olympics, it will likely be necessary for the TTC to temporarily expand its bus fleet and operator staffing to provide the capacity needed to serve some of the non-central event venues; this could be accomplished through various means such as advancing the timing of a future bus order, and then retiring older buses after the Games;

- the Host Corporation for the games is to be established early in 2010 and they will create a Business Plan (likely in early 2011) and a Pan American Transport (PAT) organization to coordinate transportation requirements for the entire event. Until these steps have been taken the TTC will not be in a position to develop detailed or specific service or fleet plans for the events or venues;
 - TTC staff will provide update reports on transit requirements and plans for the 2015 Pan Am Games as new information becomes available; and
- 2) Forward this report to the City Manager's Office and Metrolinx for information.

FUNDING

The recommendations of this report have no impact on the TTC's capital or operating budgets.

BACKGROUND

In November, 2009, the Toronto Region was chosen to host the 2015 Pan American and Parapan American Games. This is a significant honour and opportunity for the Greater Toronto and Hamilton area (GTHA), and it is expected to attract 250,000 tourists and 10,000 athletes and officials, generate 15,000 jobs, stimulate other initiatives and projects, and showcase the region to the world. It also brings with it significant challenges moving very large volumes of people to and from event sites in very concentrated periods of time. Most of this travel will have to be accommodated on public transit so, for at least those events which will take place within Toronto, the TTC will develop plans and request the resources required to meet these needs.

This report is the first on this subject.

DISCUSSION

Large spectator events – such as sporting events – which draw high volumes of attendees and have discrete start and finish times, generate significant travel demand at the beginning of the event, and particularly peaked surges of demand at the end of the event. Depending on the size of this demand and the transportation facilities already in place to serve the venue, there may be a need for such provisions as: road closures (except for transit and emergency vehicles), special terminal facilities to accommodate both the transit vehicles and customers, and an increase in the number of transit vehicles to meet the demand of the event. In order to determine these requirements and to develop service plans for an event, planners need information including:

- the location of the venue
- the timing or schedule of the event
- the projected attendance for the event
- existing transportation infrastructure or facilities near to the event
- other events or activities which may be scheduled at the same time

At this early stage of planning for the 2015 Pan Am and Parapan Am Games, these details are not yet finalised. TTC staff attended an initial meeting with City of Toronto staff, following the award of the 2015 Games to Toronto, to start discussions on the overall logistics for the event and TTC staff expect to be heavily involved as planning for the Games proceeds.

The Toronto 2015 organising committee has stated that a Pan American Transport (PAT) organisation will be established as the “single coordinating agency responsible for delivering integrated road, rail, and bus transport services” for the games. PAT will “undertake the planning and delivery of all Games transportation services...contract for fleet transportation services and make necessary arrangements with public and private transport agencies throughout the region.” PAT has not yet been established, so TTC staff do not know what the relationship will be between PAT and the TTC.

The 2015 Games will be spread throughout the GTHA, and divided into: the West Games Zone, centred on Hamilton/St. Catharines; the Central Games Zone, centred on Toronto; and the East Games Zone, centred on Whitby/Oshawa. Therefore, public transportation for the Games will rely heavily on all public transit operators in the GTHA, including GO Transit, Hamilton Street Railway, York Region Transit, and Durham Region Transit.

There is also a need to provide dedicated transportation for athletes and team officials, Pan American Sports Organization (PASO) dignitaries, press and broadcast media, and technical officials. PAT will determine the transportation arrangements and providers for these requirements.

Lessons from Other Major Sporting Events

The Pan Am Games is a very large undertaking both overall, and from a travel demand perspective. The Toronto games are expected to attract half to two-thirds as many athletes and spectators as the 1996 summer Olympic Games in Atlanta. Looking at the experience in Atlanta gives some insights into the types of challenges associated with such events. The Atlanta games:

- had transportation demands per day of:
 - 500,000 spectators
 - 50,000 volunteers
 - 20,000 media
 - 15,000 athletes/officials
 - 50,000 sponsors

- required approximately 1,300 additional buses to meet demands; and
- required 3,000 additional operations staff to deliver and manage the service;

While the 2015 Pan Am Games will be of a smaller magnitude, it can be reasonably expected that, to deliver effective transportation during this two-week period will require:

- integrated planning of the event venues and transportation facilities;
- all facilities to be accessible and barrier-free;
- measures to reduce the normal daily travel demands within Toronto (and elsewhere);
- selected road closures and transit priorities in corridors serving major event venues; and
- the TTC (and other providers) to increase their bus and operator resources on a temporary basis

What We Know at This Time

Details regarding the venue locations, event schedules, and projected attendance are not yet available. However, there is some general information which is relevant to the TTC's delivery of transportation to the Games:

- major events will take place at The Rogers Centre and Air Canada Centre, both of which are located adjacent to major TTC and GO transit facilities, and both of which the TTC is well experienced in serving;
- major events are expected to take place on Toronto's waterfront and Exhibition Place and, with the combination of nearby TTC and GO heavy rail facilities, together with planned upgrading of TTC services in the central waterfront, transit service to these locations should be of good quality;
- major aquatics and other events are planned to take place at new facilities to be built at University of Toronto Scarborough (UTSC). In order to serve this location effectively, it will be critical to complete, in advance of the Games, the already-planned capacity and facility upgrading of the Scarborough RT, and the Sheppard East LRT, both of which are proceeding with Metrolinx funding. The Sheppard East LRT is scheduled to open in 2013 and work is proceeding on accelerating the timing of the improvements to the Scarborough RT to be open in advance of the Games instead of the originally-planned 2016 opening date. The UTSC site would be particularly well served by the proposed Scarborough-Malvern LRT – one of seven LRT lines which comprise the *Transit City* LRT plan – but this LRT line is not within Metrolinx's near-term funding plans;

- it is expected that events will take in Toronto's west end as well – possibly the Etobicoke Olympium – and special transit service plans will have to be developed for serving this area; and
- a new Athletes' Village is planned for the West Don Lands area, which will be served by the new streetcar line planned for Cherry Street.

As noted earlier, all aspects of planning for the Games are at a preliminary stage at this point in time. Much work lies ahead and, when additional details are available regarding venues and schedules, TTC staff will work closely with City Transportation Services, Metrolinx and other transit operators in the GTA to develop more specific service and fleet plans. TTC staff will provide update reports to the Commission as this work proceeds.

Service Planning Department
11-31-80
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