Downtown Streetcar - On the Right Track

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Transit Hierarchy and Capacity

- Further enhance regional transit network
1999 Vancouver Streetcar Study

- Feasibility study for a streetcar system
- Streetcar would increase transit capacity and ridership across the regional system

Phase 1:
- Granville Island to Waterfront Hub

Future Extensions:
- Pacific Boulevard to Granville Street
- Waterfront Hub to Stanley Park
Why a Downtown Streetcar?

- Improves public realm
- Benefits more than just transit users
- Streetcar design is very flexible
- Can operate through plazas and parks and create new permeable green spaces

Downtown Streetcar Project Update

- Need for more detailed streetcar studies
- Co-directed by Engineering & Planning
- 4 project update studies completed:
  - 1. Streetcar Benchmarking Report
  - 2. Tourist & Recreation Market Research
  - 3. Design, Layout, and Ridership Study
  - 4. Comparative Review of Streetcar & Local Bus
1. Streetcar Benchmarking Report

- Key findings highlighted:
  - Importance of some dedicated sections
  - High levels of ridership should be attainable
- San Francisco F-Line: 8 kilometres with 20,000 riders per day, tourist appeal

2. Tourist & Recreation Market Study

- Purpose was to assess consumer interest in likelihood of using Downtown Streetcar
- Streetcar concept has significant support among those who visit Downtown
- Serving the right destinations Downtown
3. Design, Layout, & Ridership Study

- Track alignments and operational plans
- Street perspectives of key locations
- Ridership forecasting update
- Capital and operating costs & revenues
3. Design, Layout, & Ridership Study

Southeast False Creek:
- Double track in segregated ROW
3. Design, Layout, & Ridership Study

- 2021 Daily Boardings = 25,000 to 35,000
- 2021 Annual Boardings = 7.2 to 10 million

Phase 1 (w. Ext) + Phase 2

Engineering Services - Transportation 2007

3. Design, Layout, & Ridership Study

- Phase 1 Total Capital Cost = $102M
- Annual Operating Cost = $3.6M/yr
- Annual Revenue = $4.8M/yr to $5.2M/yr
- Operating Cost Recovery = 133% to 144%

Engineering Services - Transportation 2007
4. Streetcar & Bus Review

“In summary, there are numerous benefits from a streetcar service that support its implementation in a well-chosen corridor.”
Downtown Streetcar Next Steps

- Phase “0”: Granville Island to Science World
- Capital Cost estimate is less than $60M
- Highest ridership, all dedicated ROW

Complete more detailed design for Phase 0
Downtown Streetcar Next Steps

- Report back on final recommended design
- Undertake a public process on the findings
- Pursue Senior Government funding

An opportunity to build a showcase Downtown Streetcar for the 2010 Games
Phase “0” revenue operation by 2011?
Questions?...

www.vancouver.ca/streetcar