

## Location

Vancouver, BC

## Client

City of Vancouver

## Project Type

Transportation

## Services

Detailed Design and  
Construction Management

## Duration

May 2008 – November  
2009

## Construction Cost

\$8.5 M

## Project Description

Vancouver's 2010 Streetcar Demonstration Project was developed from the preliminary engineering work that HMM undertook for the City of Vancouver (CoV). This was to develop a modern streetcar employing modern Light Rail Vehicles (LRVs) to link activity centers in Vancouver's downtown core and integrate the existing SkyTrain (ALRT System), SeaBus (connecting North Vancouver with Downtown), West Coast Express, and bus service, with the newly developed high density neighbourhoods surrounding False Creek.



During the preliminary engineering work it became apparent that the existing trackwork should be replaced in order to continue operating a Downtown historic Railway (DHR) service. In replacing the trackwork for the DHR a unique opportunity was identified within the Granville Corridor, between Granville Island and the Canada Line Olympic Village Station, to use the upgraded track to provide a Downtown Streetcar Demonstration Project during the time of the 2010 Olympic and Paralympics Winter Games. There are four goals of this project. Firstly, it would provide new track for DHR operation after the Demonstration period. Secondly, it would provide much needed transportation to and from Granville Island during the Olympics. Thirdly, and most importantly, it would provide Vancouverites and potential funding partners the

opportunity to experience first hand what a modern light rail scheme will be like in their Community. In addition, it provides a real world test of ridership that would inform decisions and support the business case for the development of the full scheme.

## HMM Role

HMM has been retained by the City of Vancouver to produce a detailed design for a single track alignment, with passing loop, between Granville Island and Canada Line Olympic Village Station to allow two modern vehicles to operate. The design has to allow a Demonstration Line at the lowest possible cost today, with the understanding that significant rework would be required to implement Phase 0 in the future. In the interim, the Demonstration Line track would be appropriate for the continued operation of the DHR heritage vehicles between Granville Island and Canada Line Olympic Village Station. HMM are also the project and construction managers for the project through to the completion of the construction.



## Project Highlights

- ◆ Reuse of existing rail corridor
- ◆ Balance of present and future design requirements
- ◆ Sustainability: installation of components compatible with DHR and future potential vehicles to allow reuse and reduce cost
- ◆ Showcasing a modern streetcar system