

1887

Vancouver in 1887

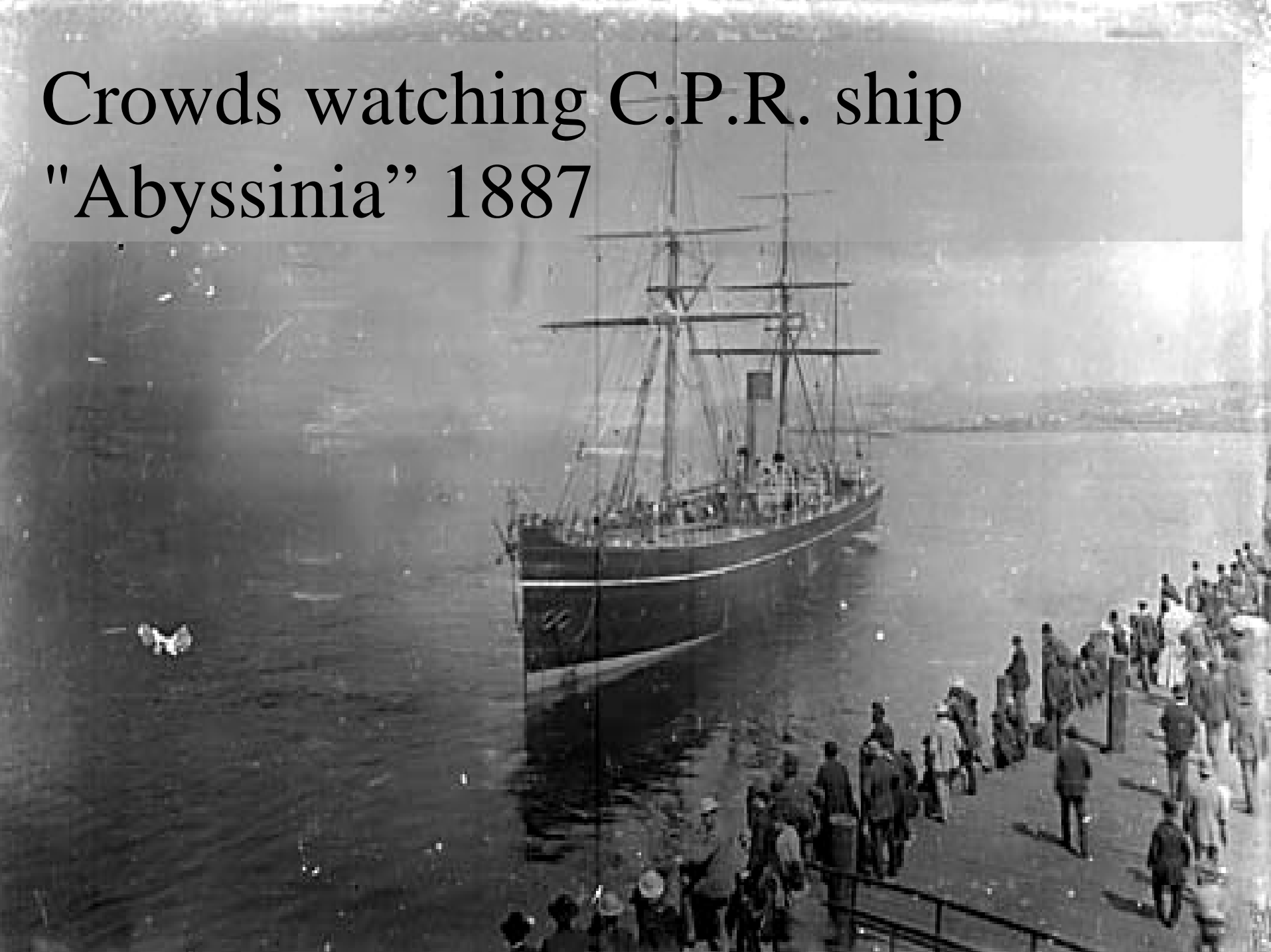
“Oh, it was a gaudy show!

Corpses were turning up here and there, the bawdyhouses were running full blast, typhoid cases staggered in the streets, drunks were beaten up in saloons and tinhorn gamblers operated in the back rooms.

First C.P.R. Passenger Train to arrive in Vancouver May 23, 1887



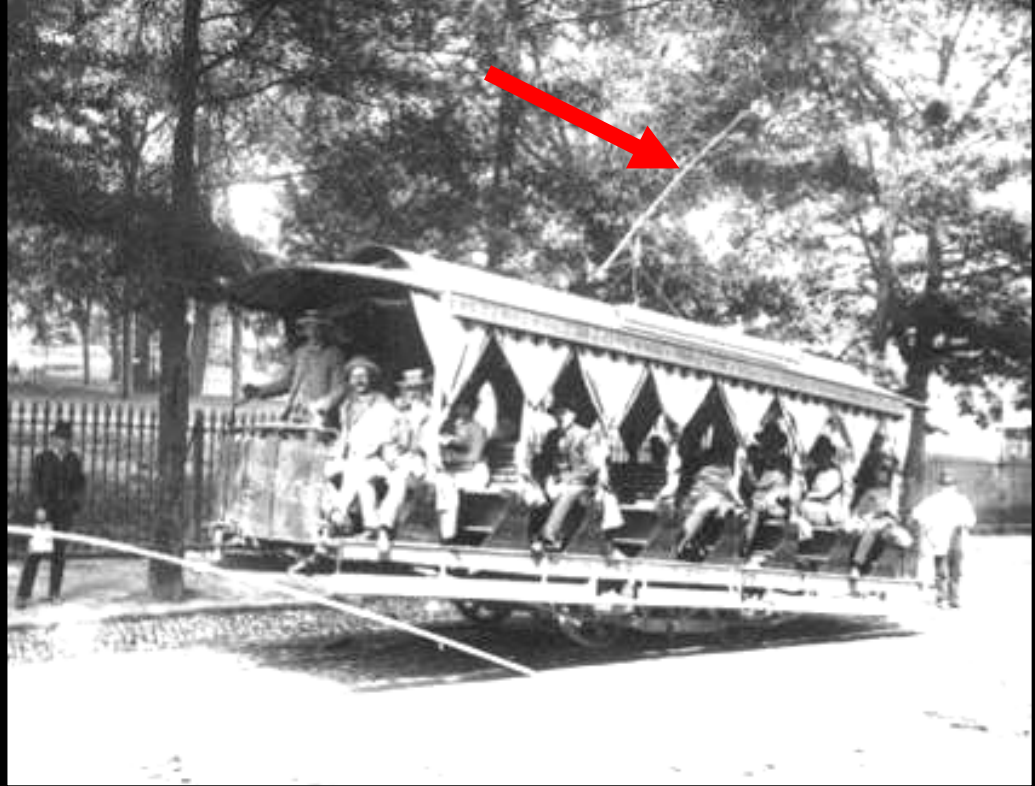
Crowds watching C.P.R. ship "Abyssinia" 1887



Richmond, Virginia in 1887

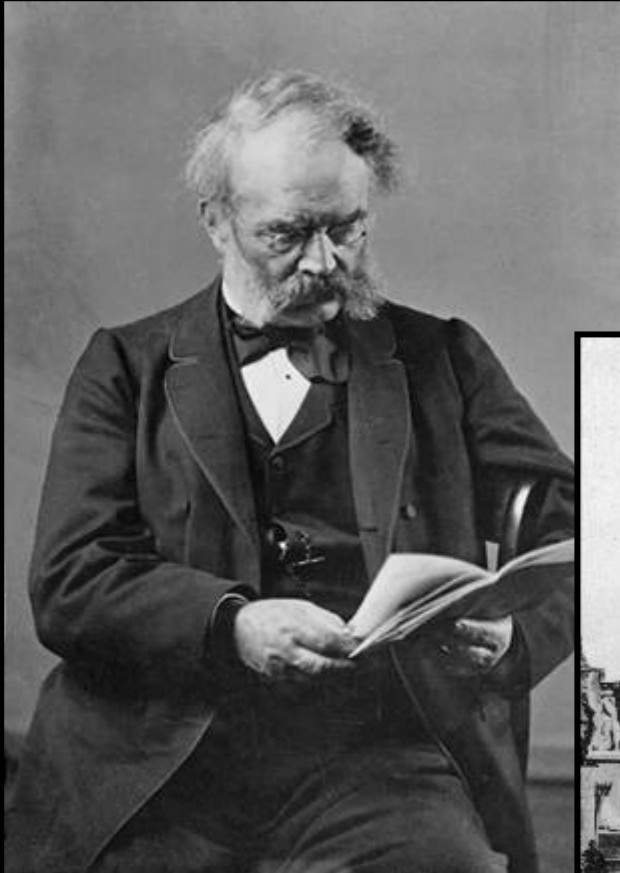


Frank Sprague



The Trolley

Germany ... 1882



Werner von Siemens



“One of the most rapidly accepted innovations in the history of technology.”

- George Hilton, transportation historian

Streetcar Advantages

- Pollution-free
- Quiet
- Fast – 10-15 mph on average
- Cost per mile reduced 50 percent
- Average fare dropped from a dime to a nickel

THE INTERNET OF THE 19TH CENTURY



The Electric Streetcar

- Radical advance in technology just before turn of the century
- Based on moving electrons
- Attracted vast amounts of capital
- Resulted in boom-and-bust speculation
- Transformed the way cities were built



Seattle

San Francisco



Los Angeles



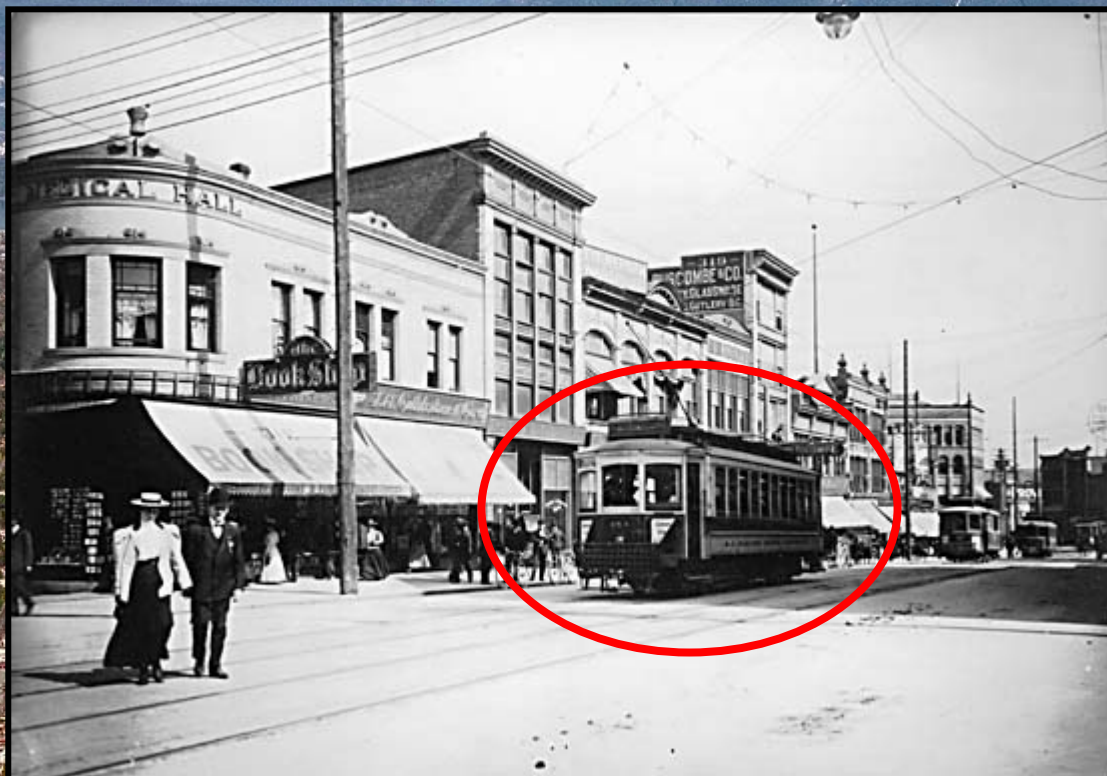
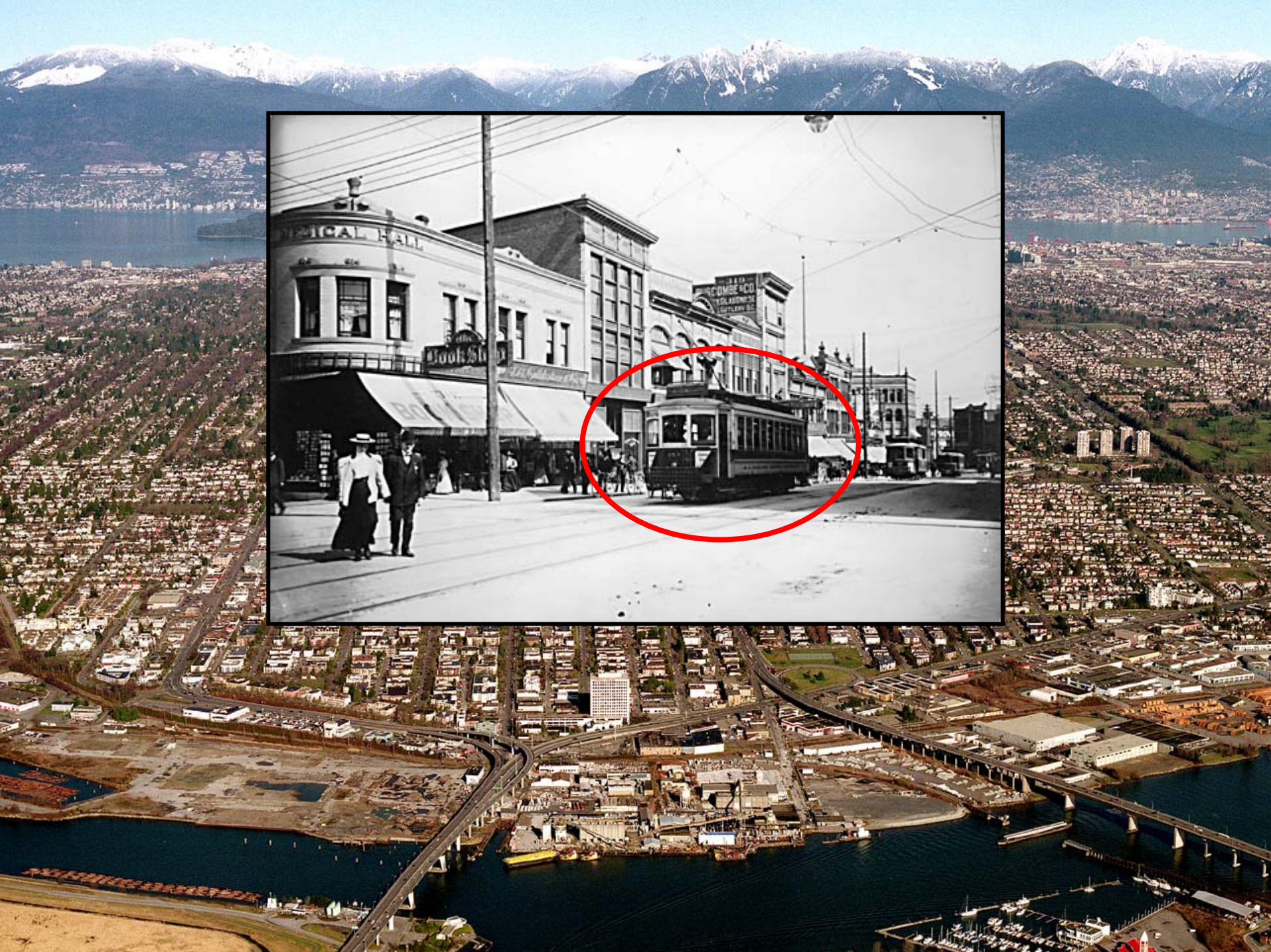


Vancouver 1890





B.C. Electric Building / Hastings and Carrall

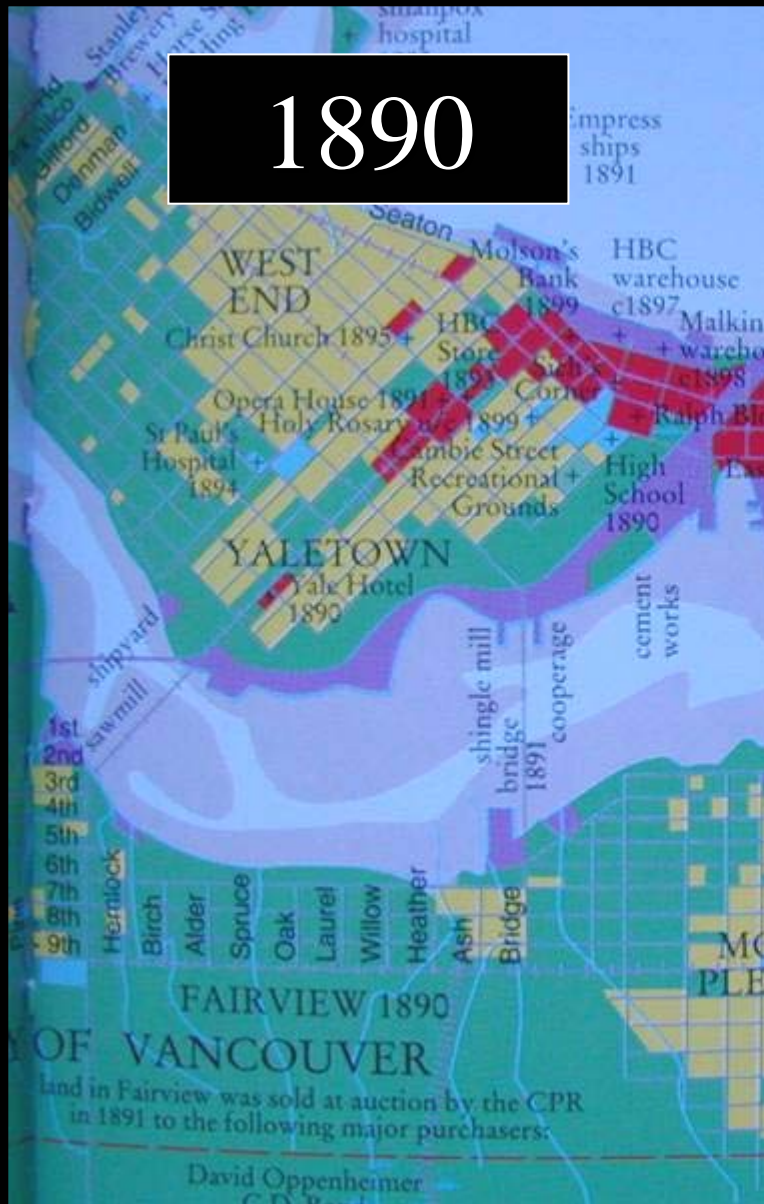


Consequences

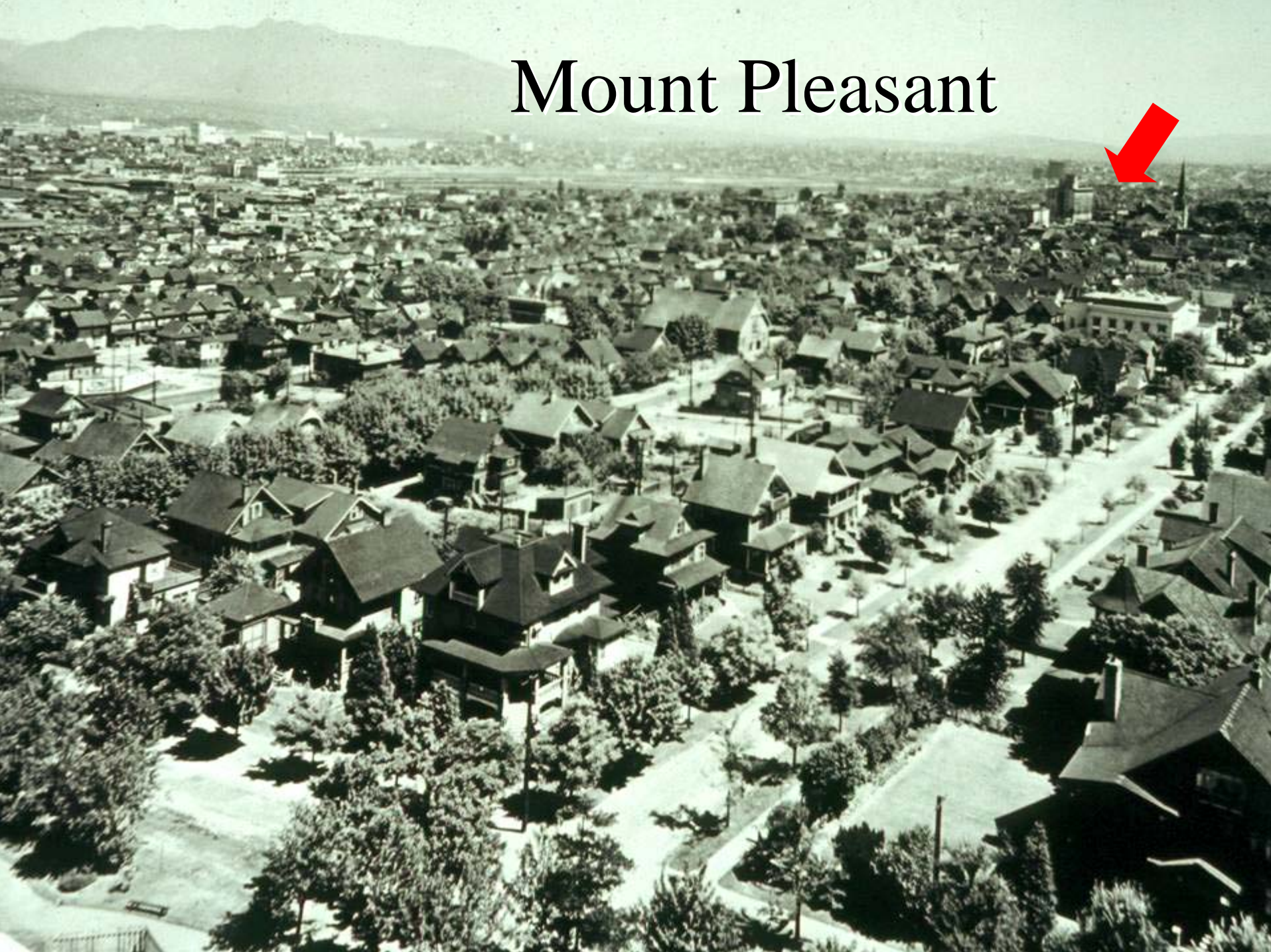
- No inner-city tenements for working people who walked to work
- No shop-house style: residences over shops
- City grew faster in area than in population
- Land subdivision exceeded pace of development
- Radial pattern of city maintained for 60 years

1890

1900



Mount Pleasant



Streetcar Strip

- Some strips deteriorated badly over time, leading to a negative image of the city.

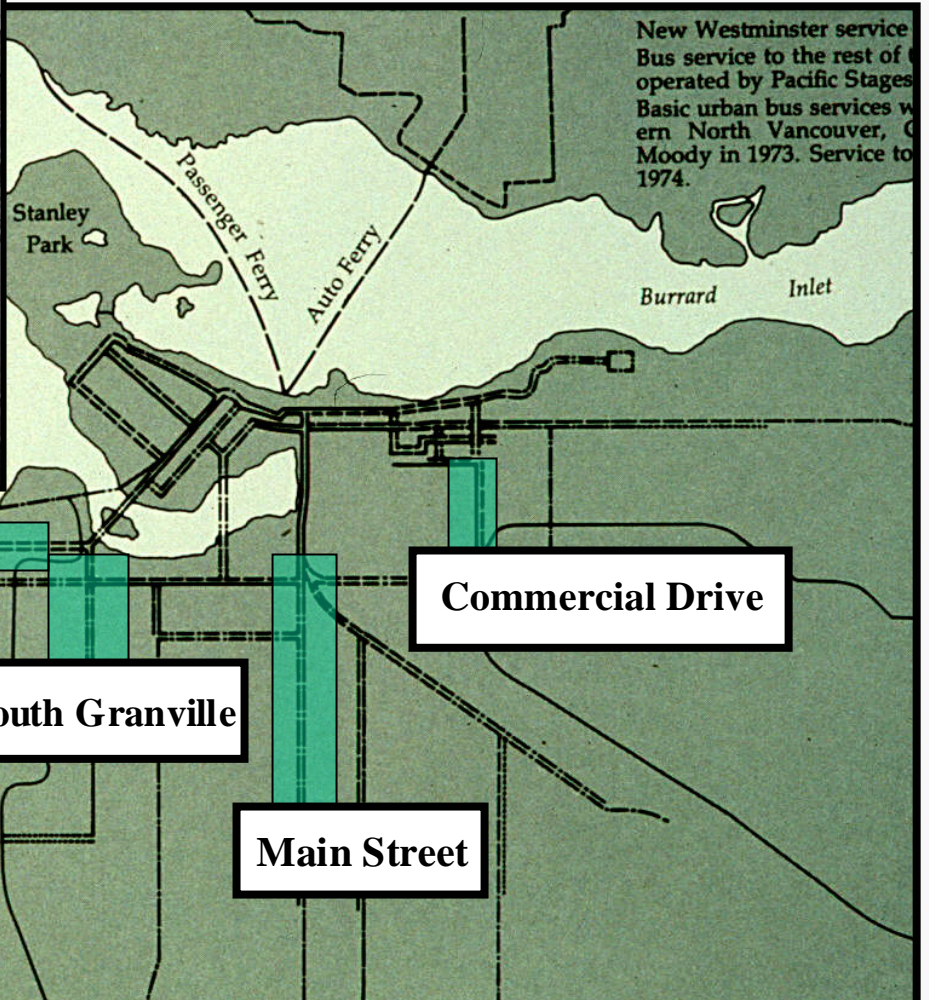


4th Ave west of Granville - c 1926

Streetcar Strip

- Eventually the strip evolved into neighbourhood centres or 'villages,' reflecting the community around them.





New Westminster service
Bus service to the rest of
operated by Pacific Stages
Basic urban bus services w
ern North Vancouver, C
Moody in 1973. Service to
1974.

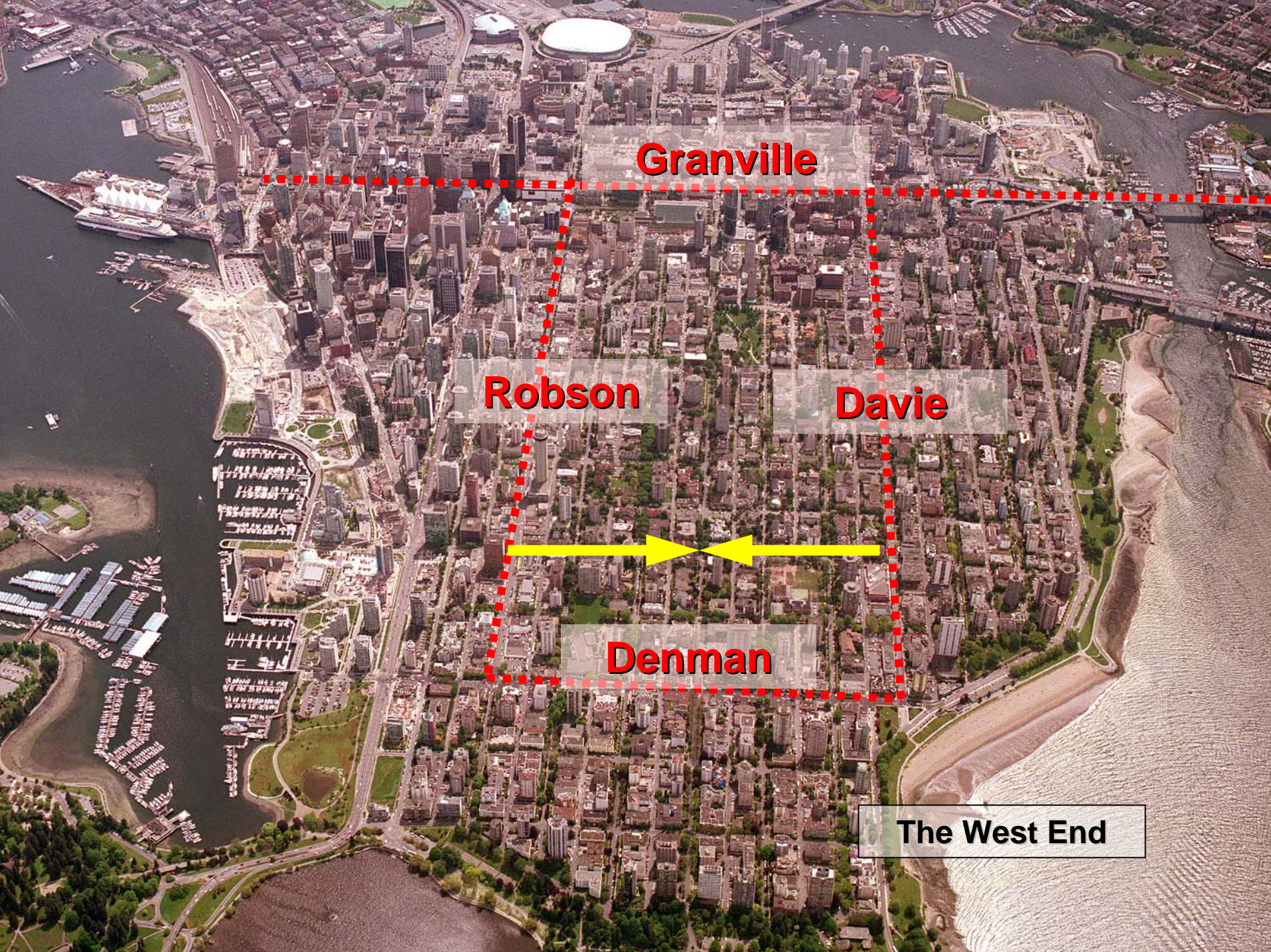
In 1929, 14 out of every 15 residents of Vancouver, Burnaby and New Westminster lived within 400 metres of streetcar or interurban tracks.

Commercial Drive



Fraser Street





Granville

Robson

Davie

Denman

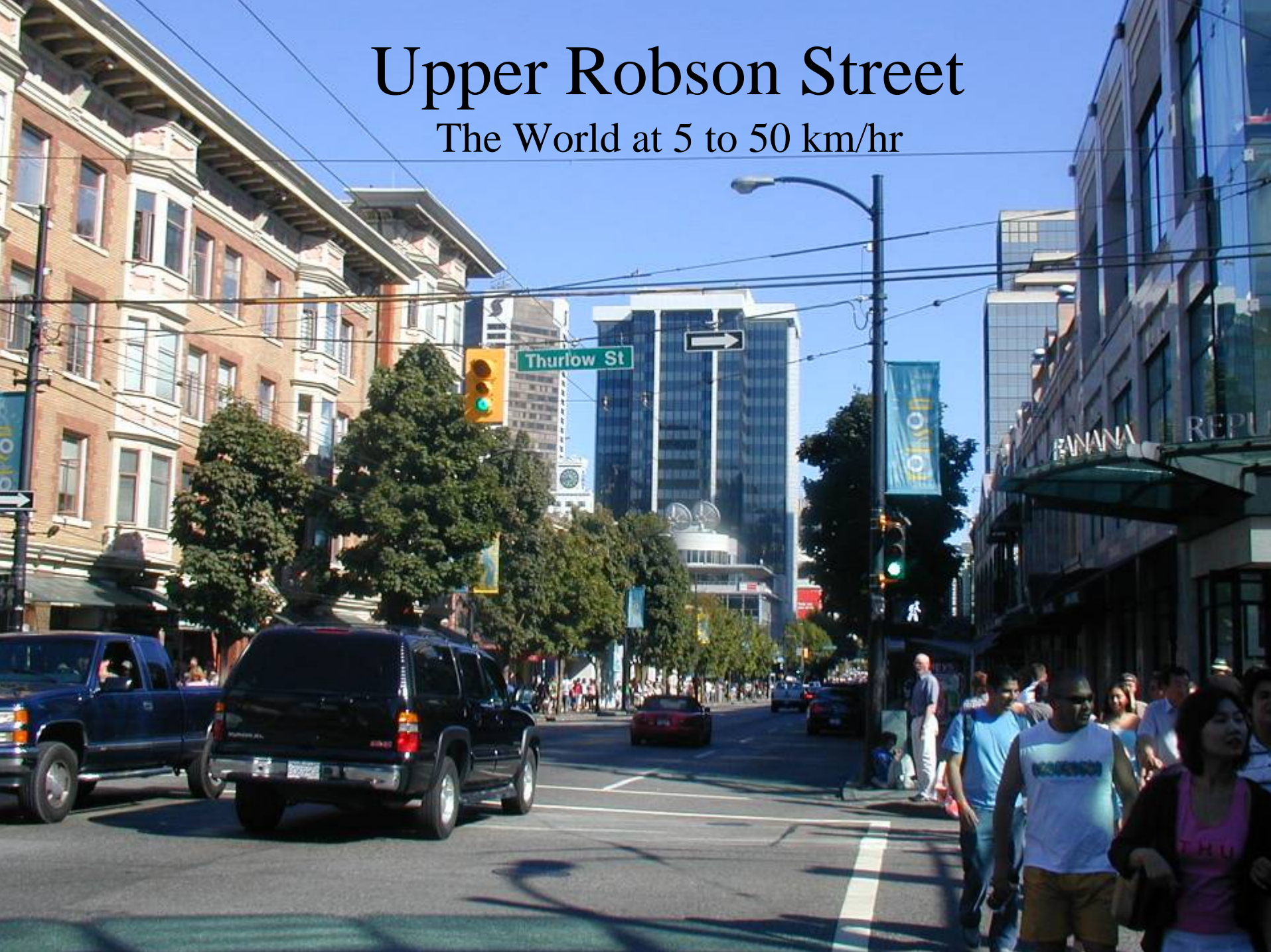
The West End

Even the downtown core consists of interconnected neighbourhoods along the original streetcar lines, served today on the same routes by electric trolleys.



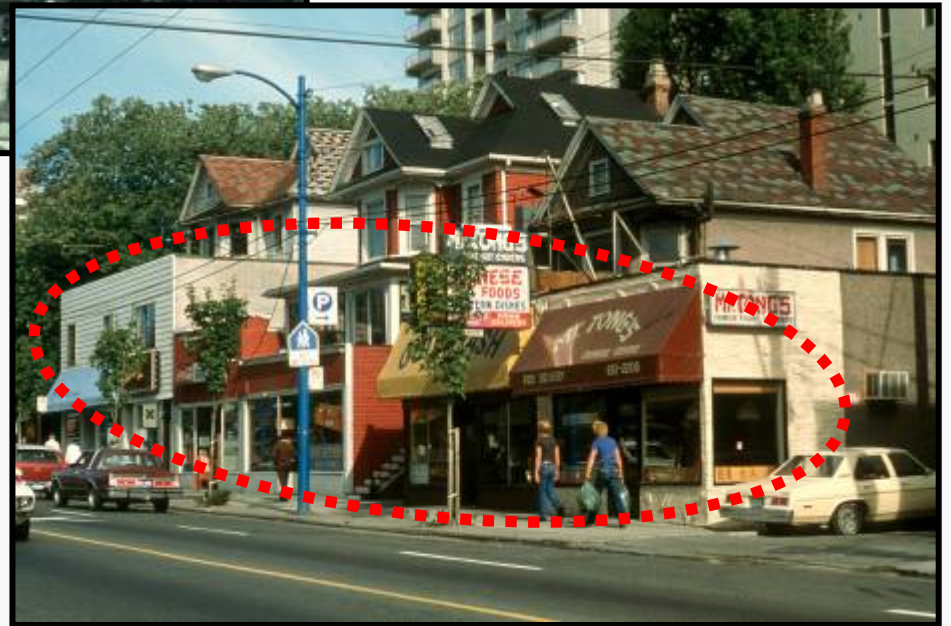
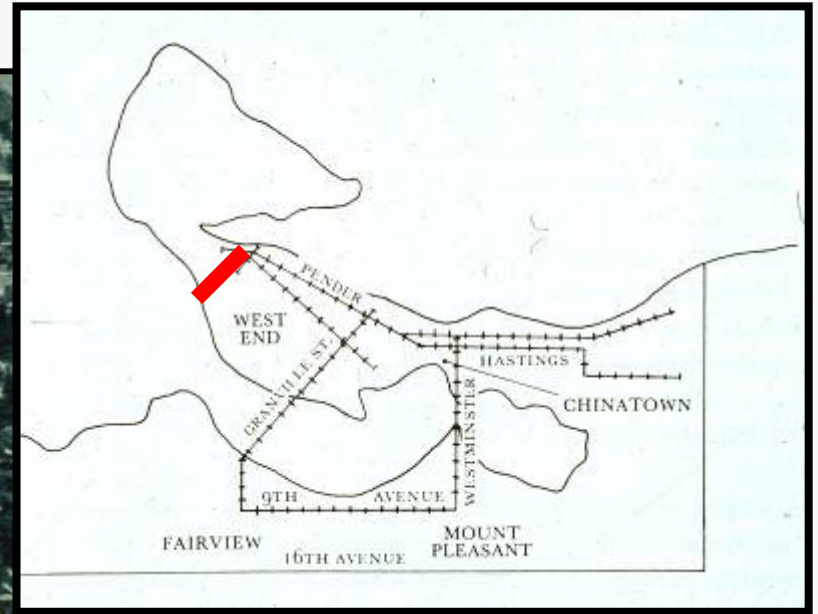
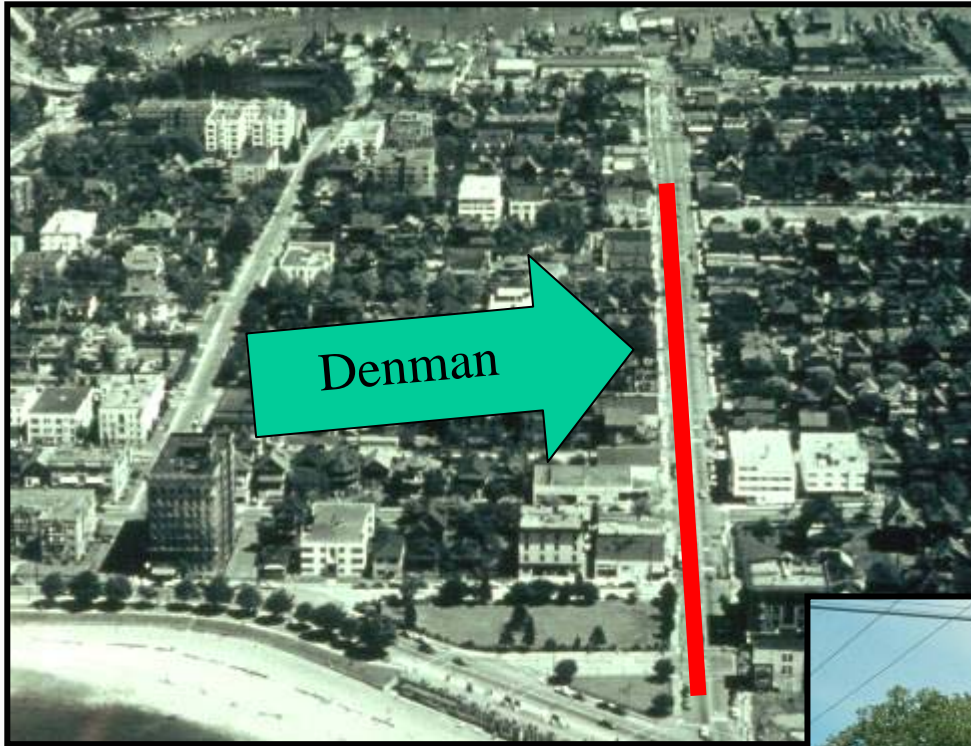
Upper Robson Street

The World at 5 to 50 km/hr



Denman Street









Vancouver:

**Looks like a
20th-century city.**

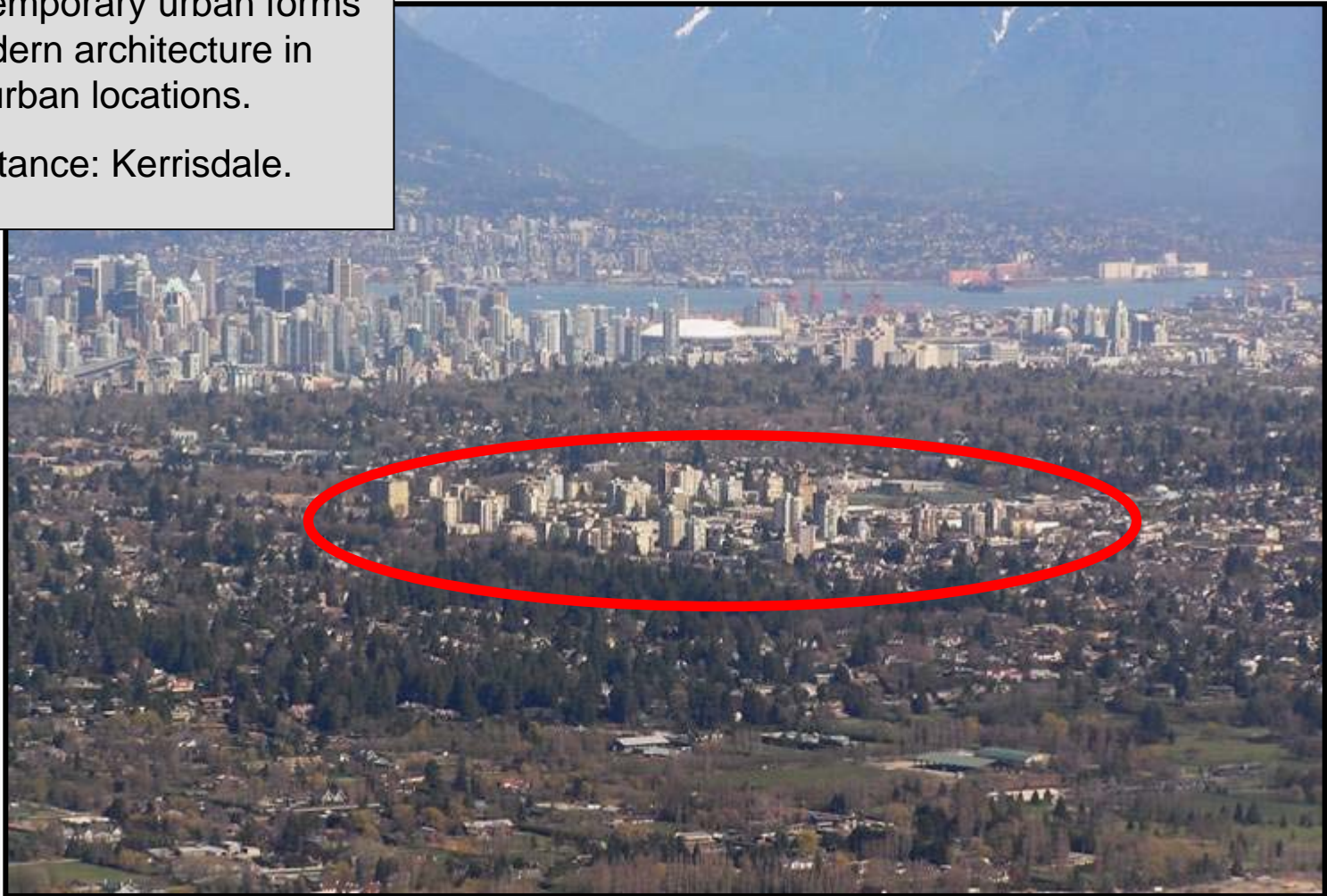
**Works like a
19th-century city.**

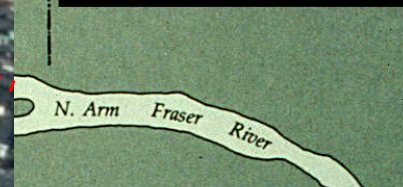
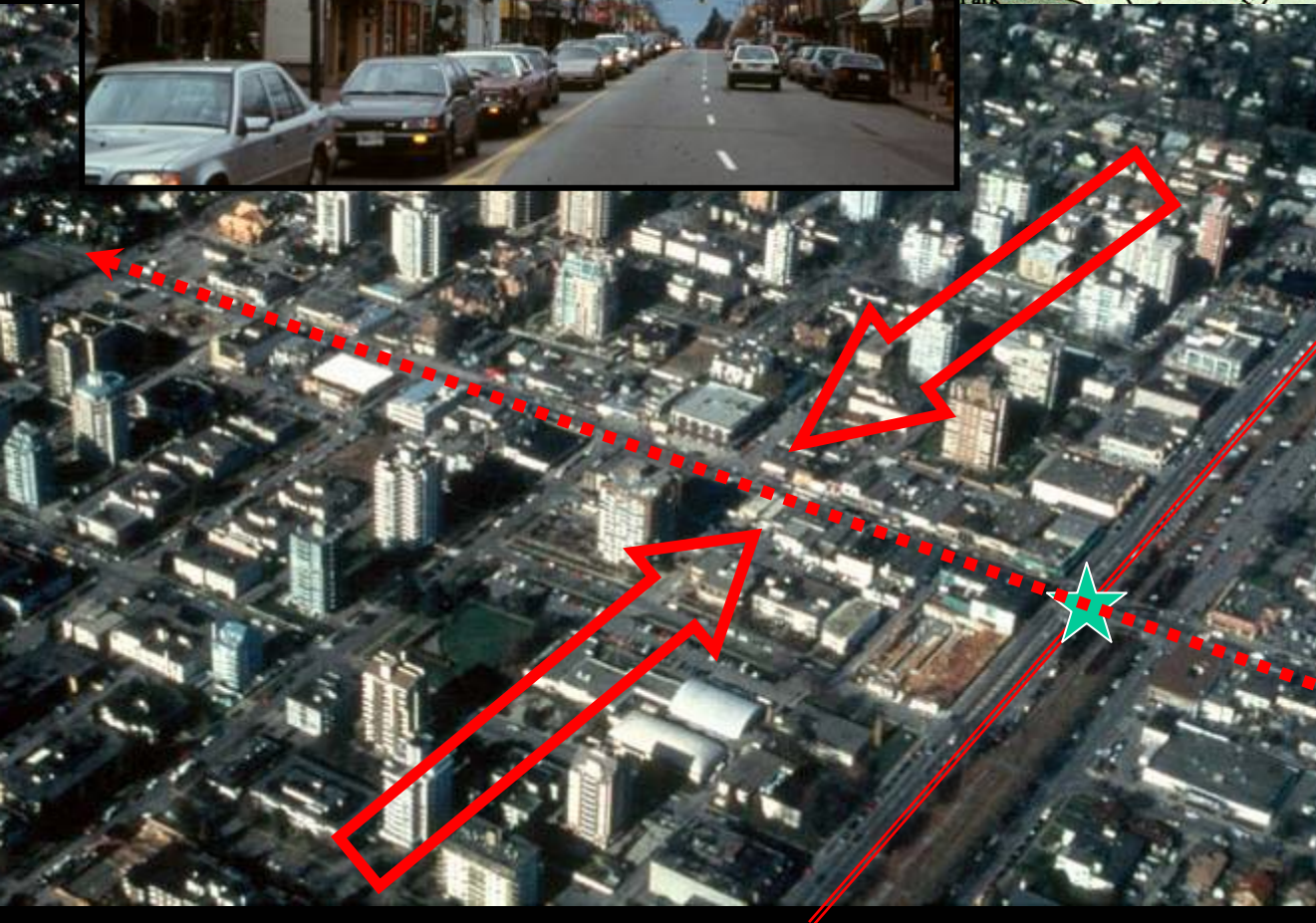
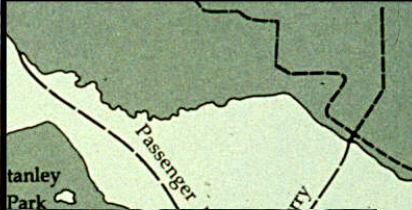
Denman prospers because most of its customers walk there, as well as take transit, bikes, taxis and occasionally come by car.

The West End's four distinct villages serve about 40,000 people, all within a 19th century grid, served by a 19th-century form of transportation, in which the car has a place but does not dominate.

Streetcar villages can be created
using contemporary urban forms
and modern architecture in
suburban locations.

For instance: Kerrisdale.







Walking City

**Streetcar
Trolley City**

The Post-Motordom City

