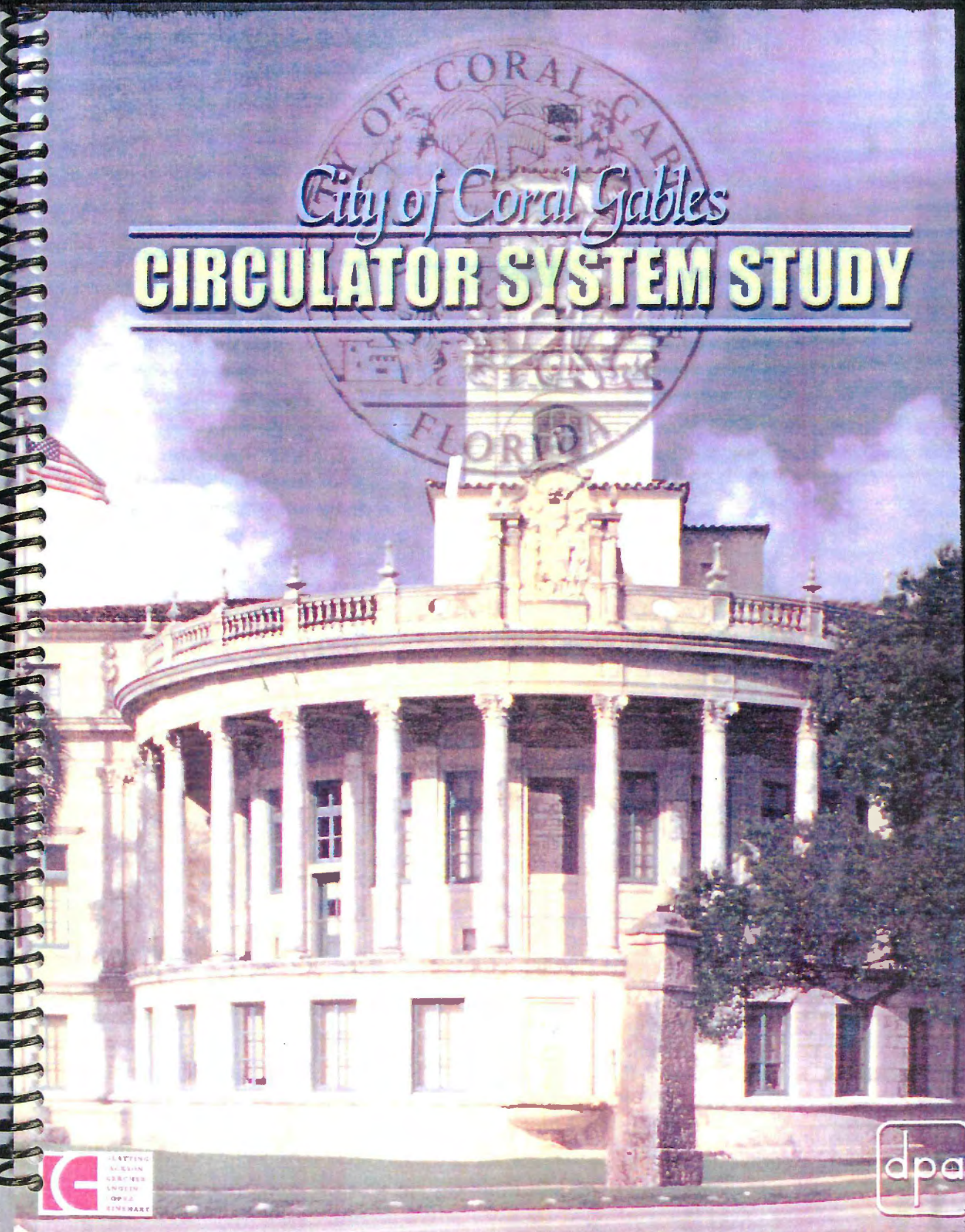


*City of Coral Gables*  
**CIRCULATOR SYSTEM STUDY**



**E** PLANNING  
ARCHITECTURE  
ENGINEERING  
CONSULTANTS

dpa

## **EXECUTIVE SUMMARY**

The City of Coral Gables has requested a feasibility study of a proposed transit circulator along the Ponce de Leon Boulevard corridor which would provide connectivity to the Downtown/Miracle Mile area, SW 8 Street, and the Metrorail. There is an interest in encouraging non-auto travel, particularly for local employees within the Central Business District (CBD) of the City. General planning objectives for this area include creating a more pedestrian friendly environment and alleviating the existing traffic congestion and parking deficiencies within the CBD.

The City's Downtown Parking Study identified deficiencies that will only worsen in the future. Downtown employees now occupying parking spaces at or near their offices would be able to use the circulator to travel to restaurants, other offices, and retail stores without using their automobiles.

The main characteristics of the proposed circulator system are as follows:

- The main spine of the circulator service would be the "Full Route" running along Ponce de Leon Boulevard from the Douglas Road Metrorail station in the south to Douglas Entrance (SW 8 Street) in the north.
  - In order to make Metrorail an attractive commute option, full route frequencies of approximately 10-12 minutes should be maintained during peak periods. Off-peak headways on this full route will be approximately 12-15 minutes.
  - The full route would be supplemented with high frequency (5-minute) service in the segment between Ponce De Leon Circle and Madeira Avenue.
  - Electric-hybrid vehicles are recommended for this circulator ranging from 22-feet to 30-feet in size. A fleet of five vehicles is recommended, as four vehicles are needed to provide high-frequency lunchtime service.
  - Other routes and/or route extensions may be considered in the future once the basic recommended system is well established. These may include extended service to the Riviera District, a new route to service the high-density residential areas west of City Hall, and service linking remote/satellite parking facilities to the CBD.
-

A circulator of this relatively short length requires closely-spaced, conveniently located stops in order to attract a high number of riders. The central portion of the high-intensity area would require the closest spacing of stops since the majority of boardings and deboardings would take place in this area. Closely-spaced stops would maximize the convenience of the service as well as spread out (and hence make more efficient) the boarding process.

The costs of the total circulator system were estimated. A vehicle size of 25 feet is assumed because it could well handle projected loads while still exhibiting the flexibility of a smaller vehicle. A fleet size of five vehicles is assumed. The initial cost for a hybrid-electric system is approximately \$1,510,000, which includes \$1,400,000 for the vehicles, \$50,000 for shelters, signs, etc., and \$60,000 for road reconstruction.

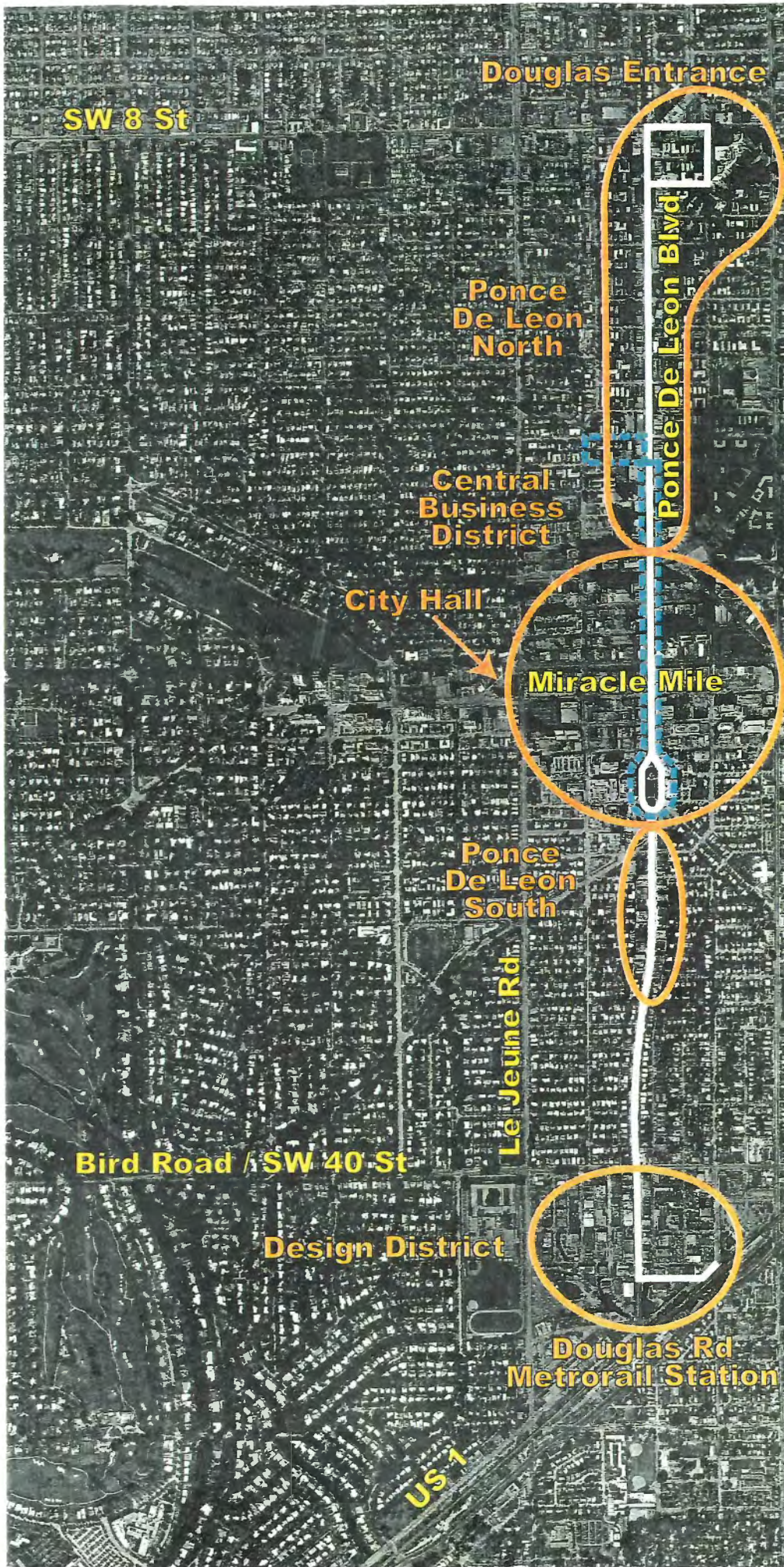
Operating costs assume arrangements to use a nearby storage and maintenance facility: \$150,000 per year. Additionally, vehicles operating costs would be \$450,000 annually. A planning-level estimate of \$600,000 for total annual operating cost would be appropriate.

The available funding sources for these types of projects are numerous for both capital and operating expenses. A mixed scenario of funding will assist the City with this circulator system. Typically this would be a combination of federal, state, county, and local sources. The city is now ready to pursue specific funding commitments. It may be advisable to assign a key individual to lead this effort and coordinate implementation as the system's "Local Champion or Torch Carrier".

---



North



### LEGEND

- Full Route
- Commercial Areas
- Lunchtime Route



**LEGEND**

- Full Route
- - - Potential Future Extensions