

Coral Gables Trolley Expansion



Project Background

- **CG Trolley was Launched in November 2003**
- **Initial Fleet of 5 Hybrid-Electric Vehicles**
- **Operates Mon. - Thurs.: 6:30 AM – 8:00 PM**
Friday: 6:30 AM – 10:00 PM
- **Free Fare**

What is the Trolley's Purpose?

- **Provide Non-Auto Mode of Transportation**
- **Relieve Local Traffic Congestion**
- **Lessen CBD Parking Demand**
- **Provide Transit Connection to Metrorail Station**
- **Create Pedestrian Friendly Environment**

Existing Trolley Route

- **Ponce de Leon Blvd from:**
Douglas Road Metrorail Station to SW 8 Street
- **Highest Concentration of Employment and Commercial Activity**
 - 5M sf of Office Space
 - Over 40,000 Employees
- **Connection to Metrorail**
- **Major Shopping Areas**

Ridership



City of Coral Gables
Coral Gables Commissioner Bill Kerdyk, who was instrumental in bringing the trolley back to the city, presents a gift basket to Donna Fries, who was the 1,000,000th rider.

Coral Gables honors 1,000,000th trolley rider

The city trolley system, which has been one of the city's biggest success stories since it started two years ago, hit a landmark when it served its one millionth rider last week.

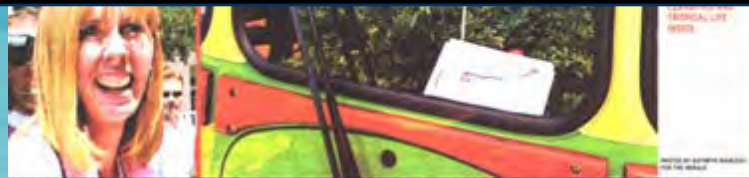
The event was celebrated on Sept. 16 with a celebration at the corner of Ponce de Leon Boulevard and Ponce de Leon Avenue. Official Fries, the trolley's first rider, and one of the city's first riders weren't too far from the celebration. They included the one millionth rider from calculations that the number would be reached that day.

As the green No. 3 trolley approached the southeast side of Ponce de Leon Boulevard at Ponce de Leon Avenue, it was greeted by a large crowd of people. The trolley's first rider, Donna Fries, was the one millionth rider. She was named the lucky rider in front of the trolley.



1,800,000 Riders in 33 Months

Averaging Over 4,300 Riders Per Day



Keys to Success

- **Short Headways**
- **Free Fare**
- **“Torch Carrier”**
- **Density & Demand**
- **Lessons Learned from Miami Beach**
- **Customer Oriented System**
- **Half-Penny Sales Tax**

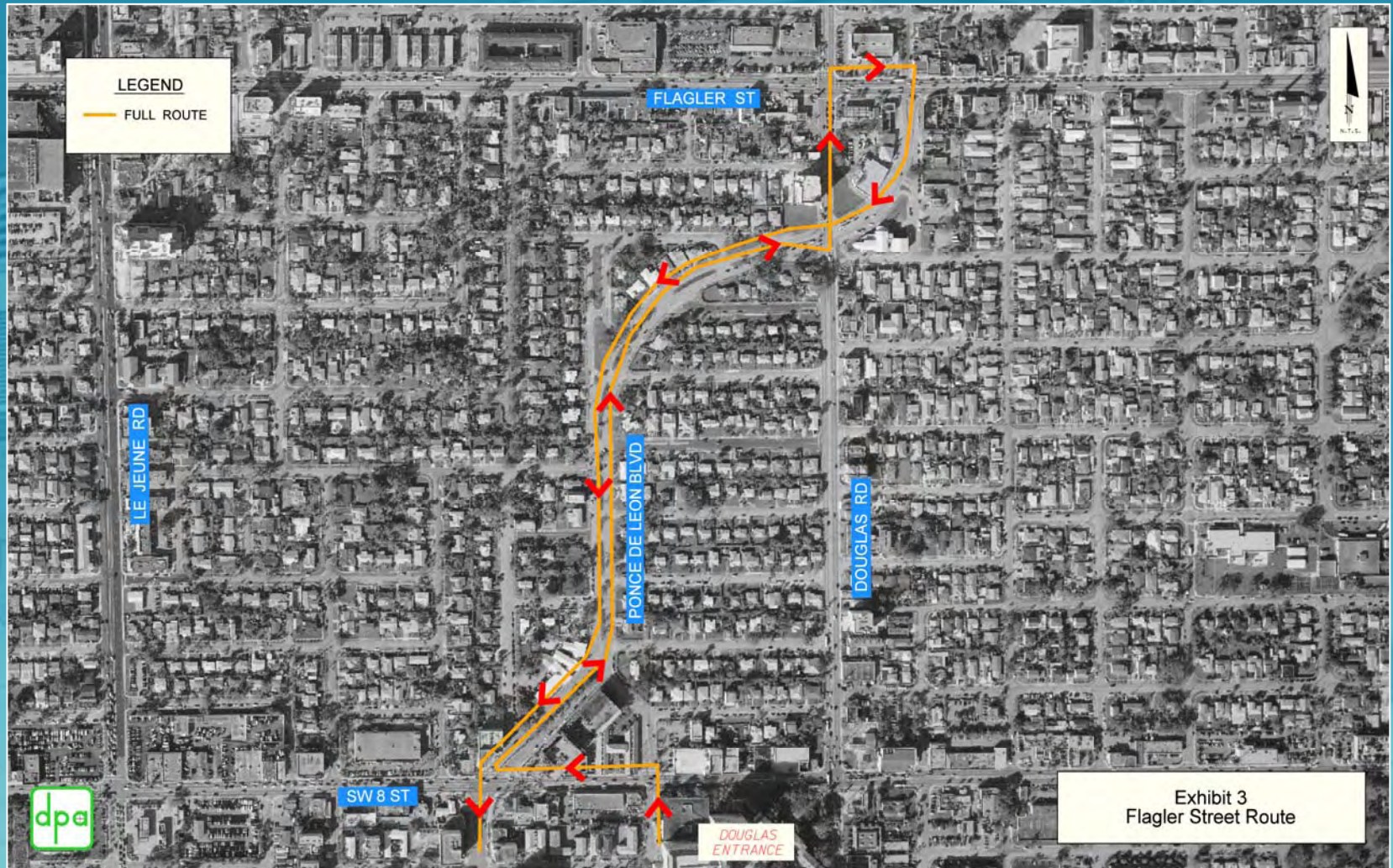
Route Expansion Objective

- **Assess Feasibility of Routes that Connect to:**
 1. **Flagler St. Corridor**
 2. **Macfarlane Homestead Historic District**
 3. **University of Miami**
 4. **Riviera Business District**
- **New Routes will Consider:**
 1. **Population Density**
 2. **Activity Centers**
 3. **Interconnection to other Transit Systems**

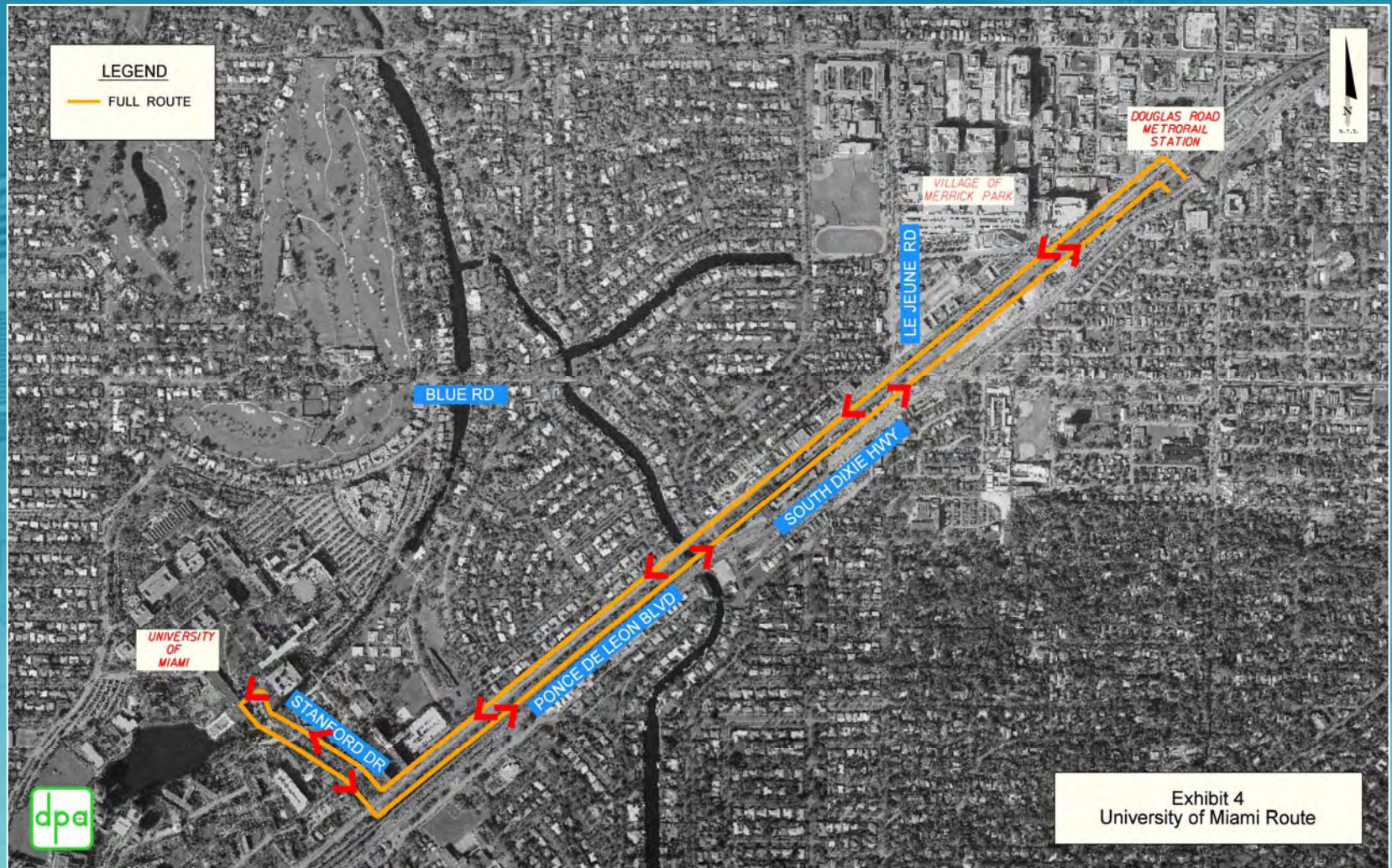
Potential Route Expansions

- **After Initial Screening & Evaluation, Routes Were Developed for Three Areas:**
 - 1. Flagler Street**
 - 2. University of Miami**
 - 3. Riviera Business District**

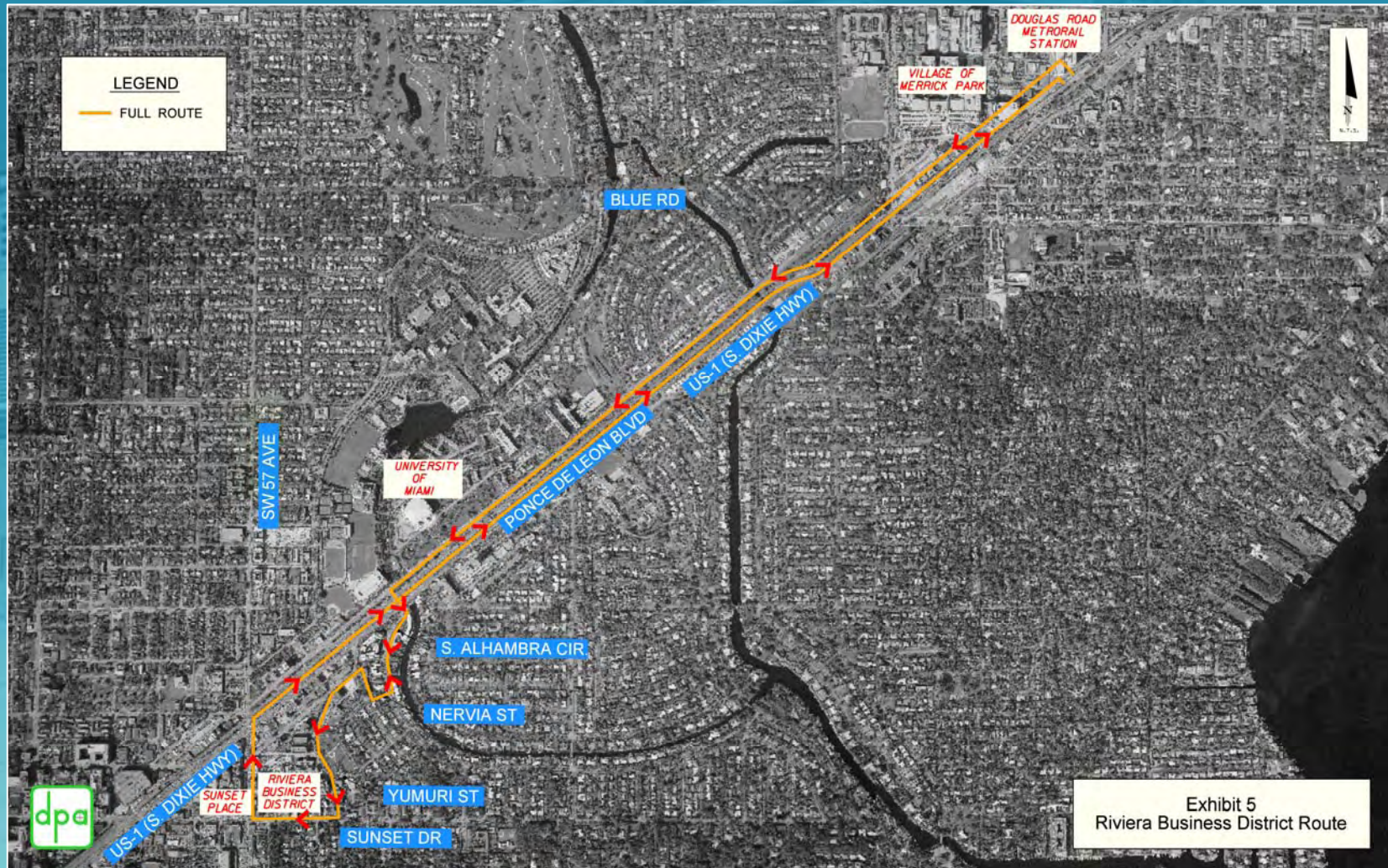
Flagler Street Route



University of Miami Route



Riviera Business District Route



Travel Time Runs

- **Completed Roundtrip Travel Time Runs for AM, Midday & PM Peak Periods**

Flagler Street

7-9 Minutes

University of Miami

18-20 Minutes

Riviera Business District

26-34 Minutes

Hours of Operation & Headways

- **Flagler Street Route:**
 - **Monday – Thursday: 6:30 AM – 8:00 PM**
 - **Friday: 6:30 AM – 10:00 PM**
 - **Headways: 8 minutes**
- **Riviera Business District:**
 - **Monday – Thursday: 10:00 AM – 8:00 PM**
 - **Headways: 15 - 20 minutes**

Additional Vehicle Requirements

- **Flagler Street Route:**
 - **City Procuring 3 New Vehicles for Existing Service**
 - **One (1) Additional Vehicle Needed**
- **Riviera Business District:**
 - **Two (2) Additional Vehicles Needed**

Additional Staffing Requirements

- **Four (4) Full-Time Drivers & One (1) Part-Time Driver**
- **One (1) Mechanic & One (1) Cleaner**

Ridership Estimates

- **Used the 2005 MDC Transportation Model**
- **Considered Population & Employment Within $\frac{1}{4}$ Mile of Each Route and Ridership on MDT Routes**
- **Determined “Potential” Riders for Each Route**
- **Estimated 1% to 3% Would Use Trolley**

Ridership Estimates

Flagler Street Route:

- **10,000 to 30,000 Annual Boardings**

Riviera Business District Route:

- **40,000 to 60,000 Annual Boardings**

Cost Estimates

Expenditure	Flagler Street Route	Riviera Business	Total for Both Routes
Capital Cost ¹	\$324,000	\$660,000	\$984,000
Annual Operating Cost	\$125,000	\$190,000	\$315,000
Annual Mechanic/Cleaner Cost	\$104,000		\$140,000
Annual Parts/Maintenance Cost	\$30,000	\$60,000	\$90,000

¹ Capital cost includes vehicle procurement and trolley signs.

² Mechanic and cleaner costs is based on total personnel needed for the addition of 3 vehicles to the City's fleet.

For Both Routes:

- **Capital Costs: \$1M-\$1.2M**
- **Annual Maintenance & Operation: \$500k-\$600k**

Conclusions & Recommendations

- **The Flagler St. Route can be Implemented When City Procures Three (3) New Vehicles**
- **Implementing the Riviera Business District Route will Require Additional Funding Sources**
- **Coordination Needed With City of South Miami's Trolley Study**

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