

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

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 ¼ 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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