



Coral Gables Trolley



**City of Coral Gables
"The City Beautiful"**

Project Background



Early Coral Gables included trolleys and circulators to connect the commercial districts and surroundings.

Project Background, cont'd

- Trolley system serving Coral Gables for almost 8 years
- 2,000 riders a day by the end of first year (2004)
- Currently averages 4000 riders a day or 1 million riders a year
- Free fare operating on a strip of about 5.5 miles

Vehicles

- Vintage-looking, diesel trolleys
- 30 feet long, approx. 25 seats and 15 standing, air conditioned
- ADA accessible



Sources of Initial Funding: Grants

- Miami-Dade County: \$1.4 million
 - One-time grant for purchase of initial Trolleys - \$1,350,000 plus \$50,000 toward trolley stop development. No match required.
- Florida Department of Transportation (FDOT): \$560,000
 - \$200,000 toward operating expenses, \$220,000 toward capital development and \$140,000 toward bus stops
Match required.

Sources of Operational Funding

- People's Transportation Plan (which is half a penny of the Miami-Dade County sales surtax)
 - Can be applied as City match to other grants
 - Includes operating and capital expenses (approx. \$1 million each year)
 - No match required



Coral Gables Trolley Program

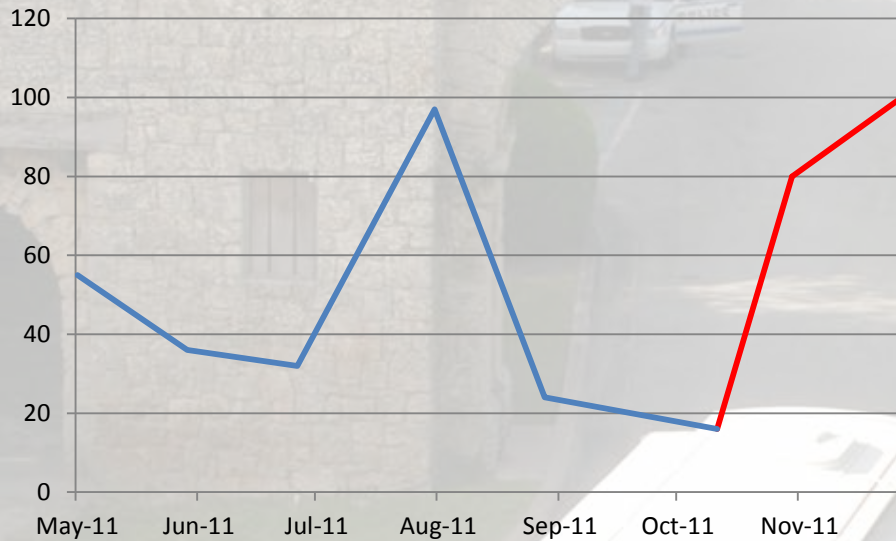
- Improves mobility and helps relieve localized traffic congestion
- Creates a more pedestrian-friendly environment
 - Also appeals to shoppers, visitors
- Lessens competition for valuable CBD parking spaces
- Provides connectivity to Metrorail
- Links City's commercial districts
- Does not rely on City's General Fund

Special Route Circulator Gallery Night

- Special route to Galleries on the 1st Friday of each month
- Increases pedestrian visits to Art Galleries
- Creates incentive to stay & enjoy dining and shopping
- Retailers take part by having art displays even if their business is not related to art
- Free ridership

Special Route Circulator Gallery Night, cont'd

Passenger count



Coral Gables
Gallery Night

TROLLEY STOP

Art Galleries

- ArtSpace/Virginia Miller Galleries
- Alhambra Antiques
- The Americas Collection
- Artrageous Gallery
- Ca' d'Oro Art Gallery
- Ceruda Arte
- Domingo Padron Art Gallery
- H. Benitez Fine Art Gallery
- Jorge M. Sorí Fine Arts
- Klara Chavarria Contemporary Art
- RDC Fine Art
- Sacasa Fine Arts
- Tresart

Art Venues

- Books & Books
- Consulado General de Colombia
- Coral Gables Museum
- DeLeon Fine Art
- The Guayabera Lady
- Nube Coffee
- Victoria's Gallery

6pm - 10pm
First Friday of every month

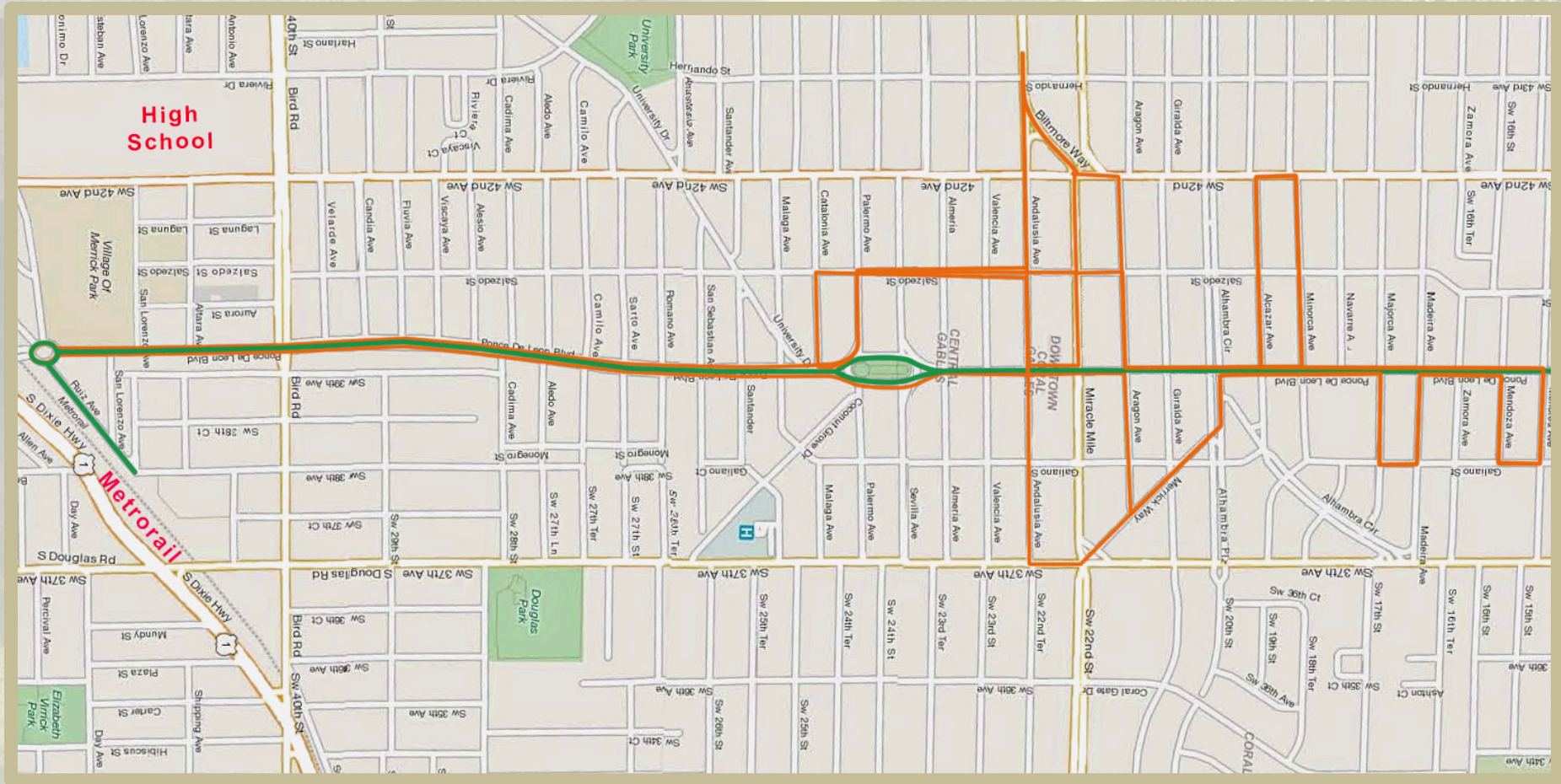
CORAL GABLES
THE CITY BEHIND THE ISLAND



Trolley Map

Coral Gables

Gallery Night
TROLLEY

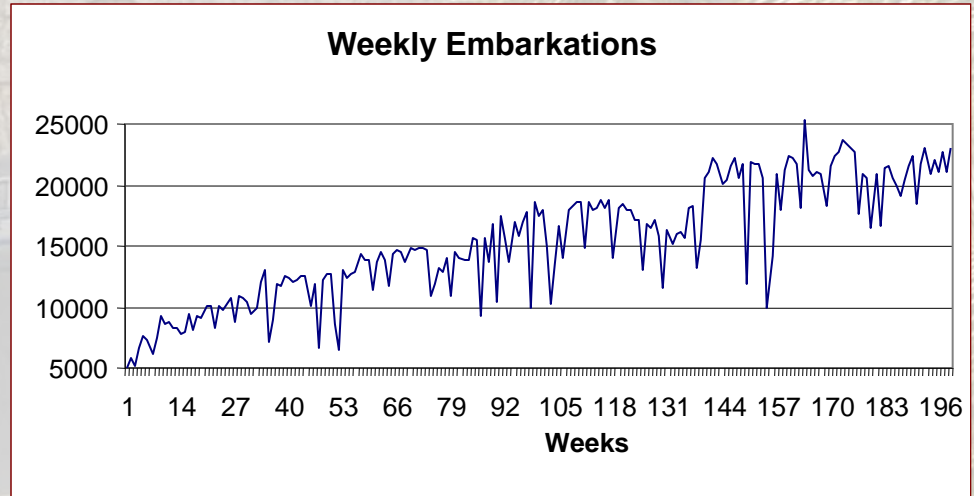


Operations

- 4-6 trolleys running on an average weekday
- Headways: 10-12 minutes peak, 12-15 minutes rest of day
- Stops every 1-2 blocks in CBD and 2-3 blocks outside CBD
- Mon-Fri 6:30am to 8pm, 1st Fri 6:30am to 10pm
- No weekend service (available for private events i.e. weddings @ an hourly rate)

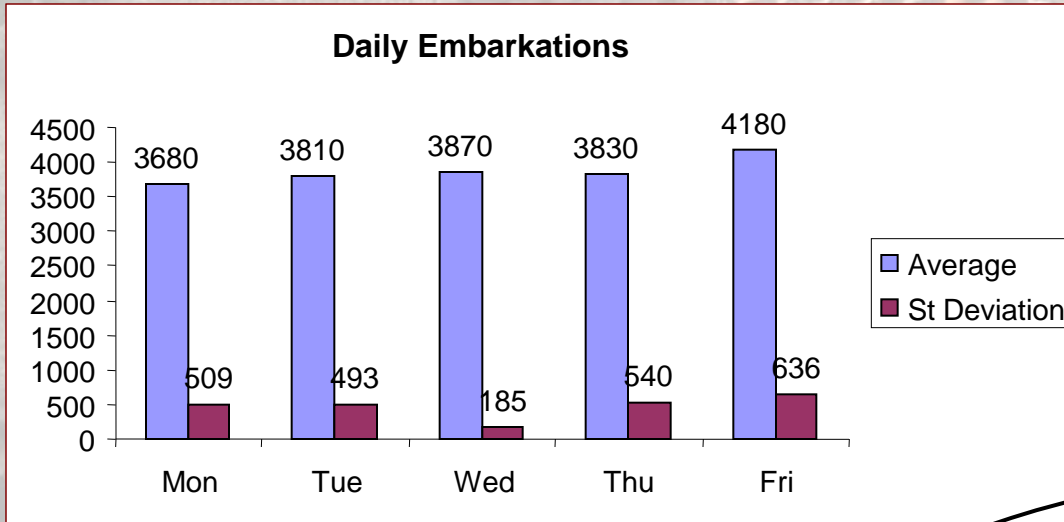
Ridership

- Annual ridership has increased over the years
- 8 Block expansion is projected to increase ridership by 25,000 annually

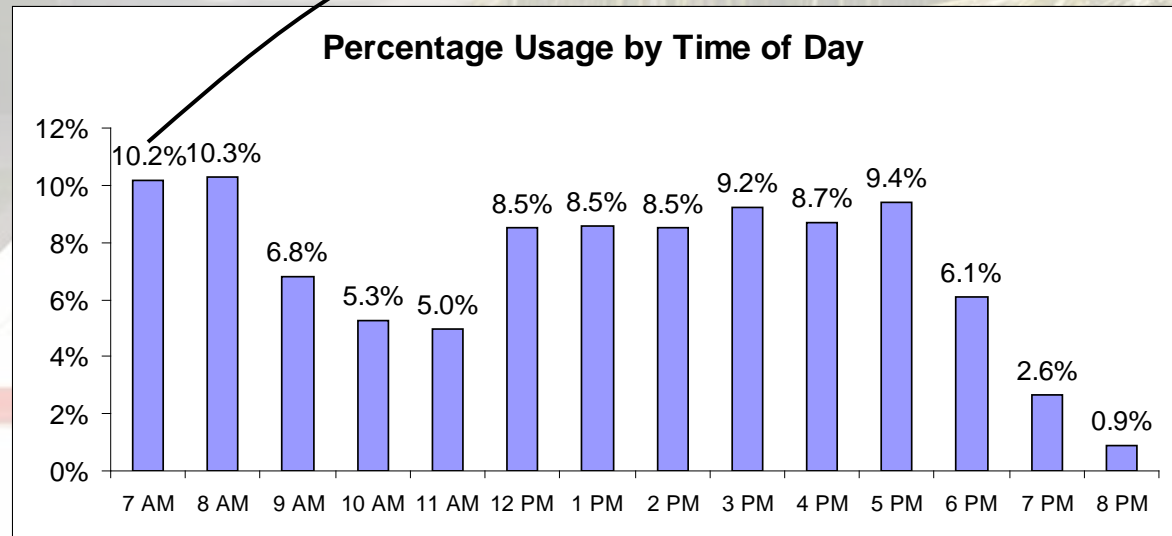


*Department of Industrial Engineering
University of Miami*

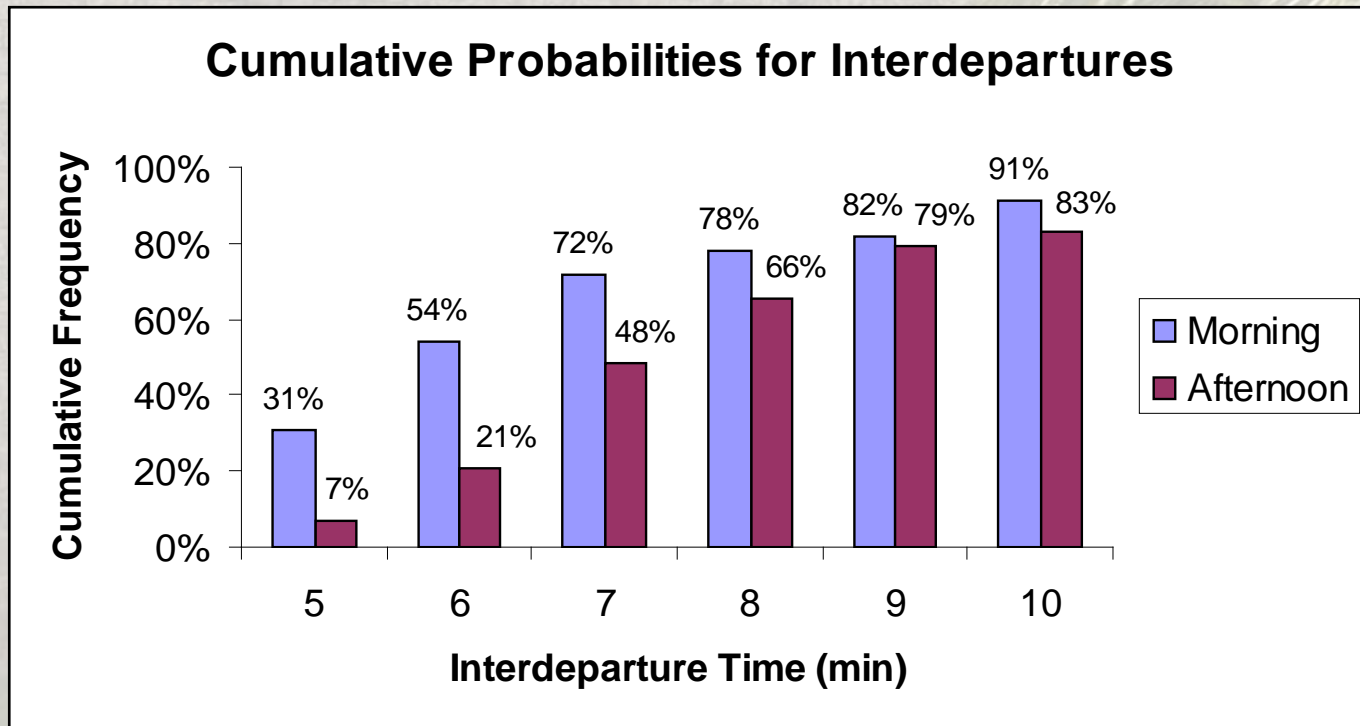
Demand Patterns



Reduces trips downtown by **750** trips a day



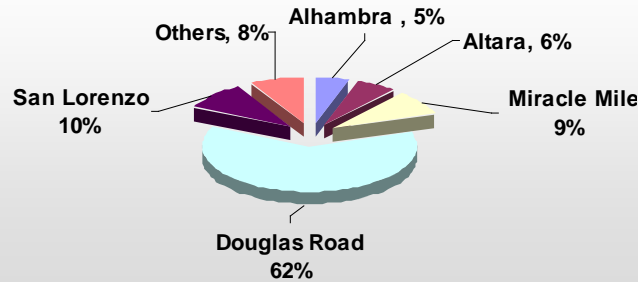
Waiting Times



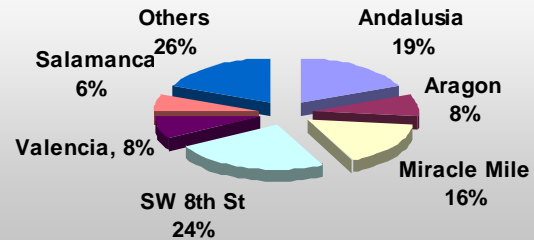
- 91% of the “longest wait time” for a trolley is approx. 10 minutes

Embarkations at Stops

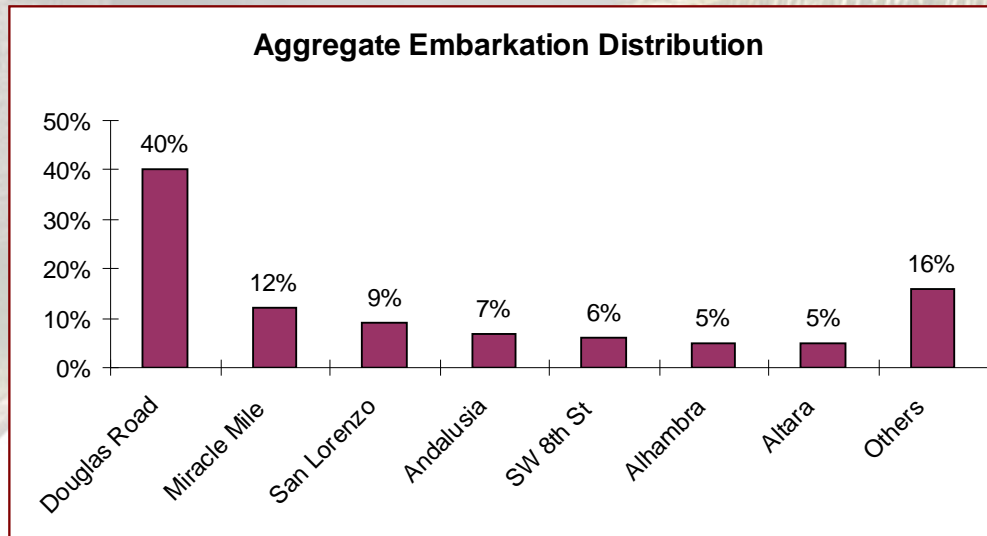
Northbound Percent Embarkations



Southbound Percent Embarkations



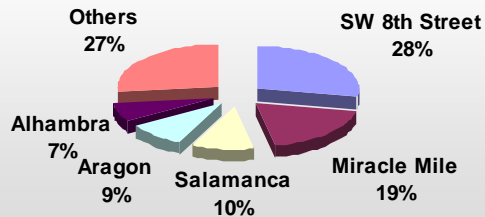
5 stops capture 92% of all NB embarkations



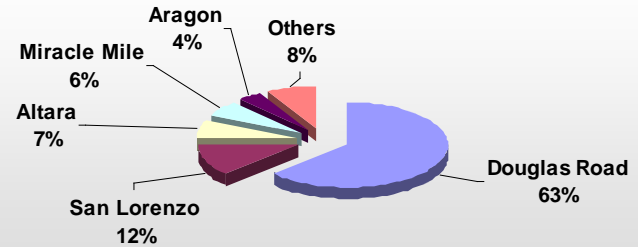
5 stops capture 81% of all SB embarkations

Disembarkations at Stops

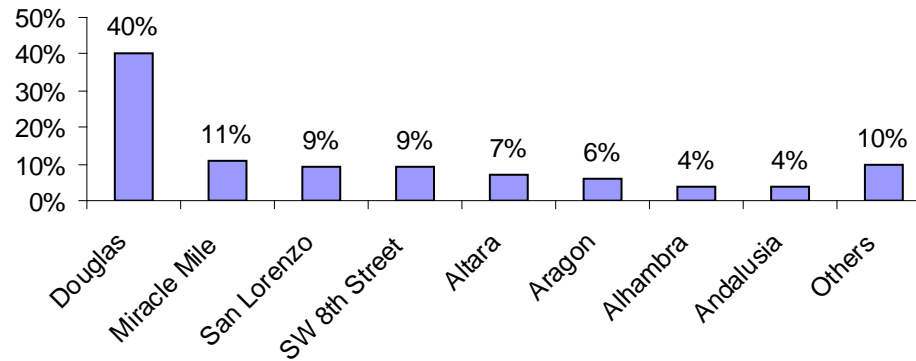
Northbound Percent Disembarkations



Southbound Percent Disembarkations



Aggregate Disembarkation Distribution



5 stops capture 73% of all NB disembarkations

5 stops capture 92% of all SB disembarkations

Cost and Service Efficiency

	Coral Gables Trolley	Miami-Dade Bus	National Average
Passenger per Mile	10.7	9.7	10.3
Cost per Passenger Trip	\$1.30	\$3.79	\$2.80

Capacity and Schedules

- Current schedule is close to optimal
- 8 minute headways can be achieved for off-peak hours
- Current schedule is sustainable up to 5,500 riders a day
- For demand between 5,500 and 7,000 riders an additional trolley is needed

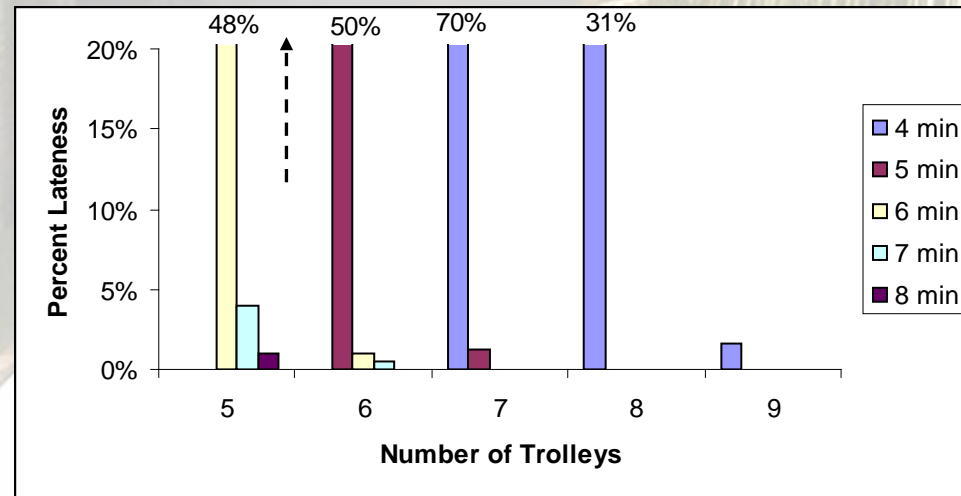


Figure 18 Percent lateness performances at various interdeparture times with 5-9 trolleys

Metrorail Parking Lot Survey

- About 40% of the lot users utilize the Trolley service
- The main reasons for not using:
 - Distance of stops to residence
 - Lack of information (routes, fare etc.)
 - Irrelevance (other destinations)
- Interdeparture times are satisfactory

Where to Improve

- Corporate Partnerships
- Revenue Sources
- Remote Commuter Parking
- Expand Routes
- Connection with Neighboring Municipalities

