

Spring
2019



CITY OF STUART TRAM BUSINESS PLAN

PREPARED BY

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TRAM BUSINESS PLAN

Spring 2019

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EXECUTIVE SUMMARY

The Martin Metropolitan Planning Organization (MPO) is assisting the City of Stuart in evaluating the current downtown Tram system by providing professional services to review historic and existing operations, analyze current and projected costs and revenues and develop a five-year plan of activities to maintain and grow ridership for the Downtown Stuart Tram.

The results of our coordination, observations and analyses indicate that the system is highly successful, provides a critical link between parking and the downtown, is well embraced by the community and has been a key fixture contributing toward the charm and ambiance of Downtown Stuart.

Background

The City of Stuart is a city of approximately 15,593 residents (*Source: Census 2010*) located in Martin County, Florida. The Downtown is a charming old Florida style waterfront commercial district located on the St. Lucie River and is home to a mix of small shops, restaurants, and parks as well as a scenic riverwalk and a 500-seat historic theater.

In 2006, the Community Redevelopment Agency (CRA) purchased one fuel-powered Tram to relieve perceived parking issues and, what has now become the Downtown Stuart Tram, was initiated using Tax Increment Funds (TIF), a funding source unique to CRAs. The City of Stuart CRA has continued investing in the Tram to improve mobility and accessibility both as a way to reduce vehicular traffic and congestion and to stimulate economic development.

Initially, the Tram functioned as a demand-response service where an individual passenger could call the Tram directly, request pick up at their location, and ride to another location, all within the downtown area. This demand response system transported anyone who called to and from shops, restaurants, the theatre, and parking lots in the downtown district on a daily basis. The City also hosted a variety of special events throughout the year, bringing thousands of people to the area who utilized the Tram heavily during these events.

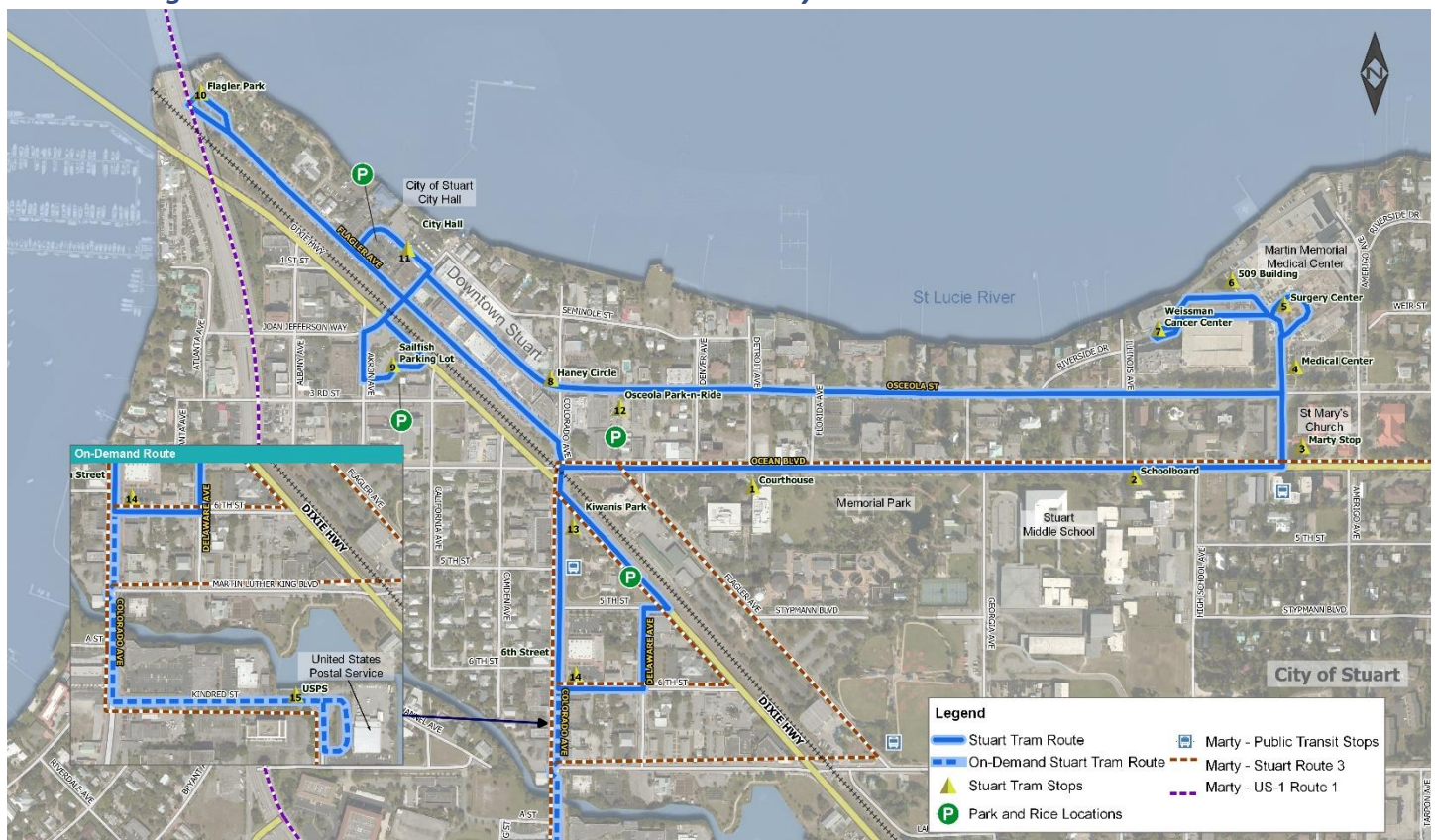
In 2010, the CRA adopted the Downtown Master Parking Plan and in 2012 the CRA purchased its second vehicle, an all-electric Tram. At this time the Tram service transitioned from a demand-response system to a micro-transit system offering eight scheduled stops around the Historic Downtown. A third electric Tram was purchased by the CRA in 2013. (*Source: City of Stuart Service Development Proposal*)

With this expansion, the CRA educated the public about the enhanced service through new signage, the City website, and a public relations campaign including email, brochures, news releases, and the CRA Facebook page. The CRA's relationship with the Stuart Main Street and the Downtown Business Association programs helped promote the Tram through their marketing materials as well as to employees to use the Tram and park at satellite parking areas. Today the Tram carries tens of thousands of riders per year and is a well-established asset enhancing the charm and mobility of downtown Stuart.

Even though the current Tram has specified stops, for all practical purposes, it operates a flag-down, flex route service responding to on-demand requests in Downtown Stuart. The City has six vehicles, one gas and five electric, with varying passenger capacities. The Tram currently offers 14 stops in the downtown on 2.2 mile route, operates 7 days per week (Sunday 9:00 AM-5:00 PM, Monday-Wednesday 8:00 AM-8:00 PM, Thursday and Friday 8:00 PM-10:00 PM, and Saturday 9:00 AM-10:00 PM) and can shuttle passengers from four long-term satellite parking lots. One additional stop, the Kindred Street stop, is an on-call only stop. The Tram is co-located near Martin County Public Transit (Marty) stops at two locations (Kiwanis Park and at the corner of SE Ocean Boulevard and SE Hospital Avenue) and the Kindred Street stop is approximately 1/5 of a mile north of the Marty Route 1, US 1 stop. In 2017 the Tram was placed under the direction of the City Public Works Department after being previously under the CRA.

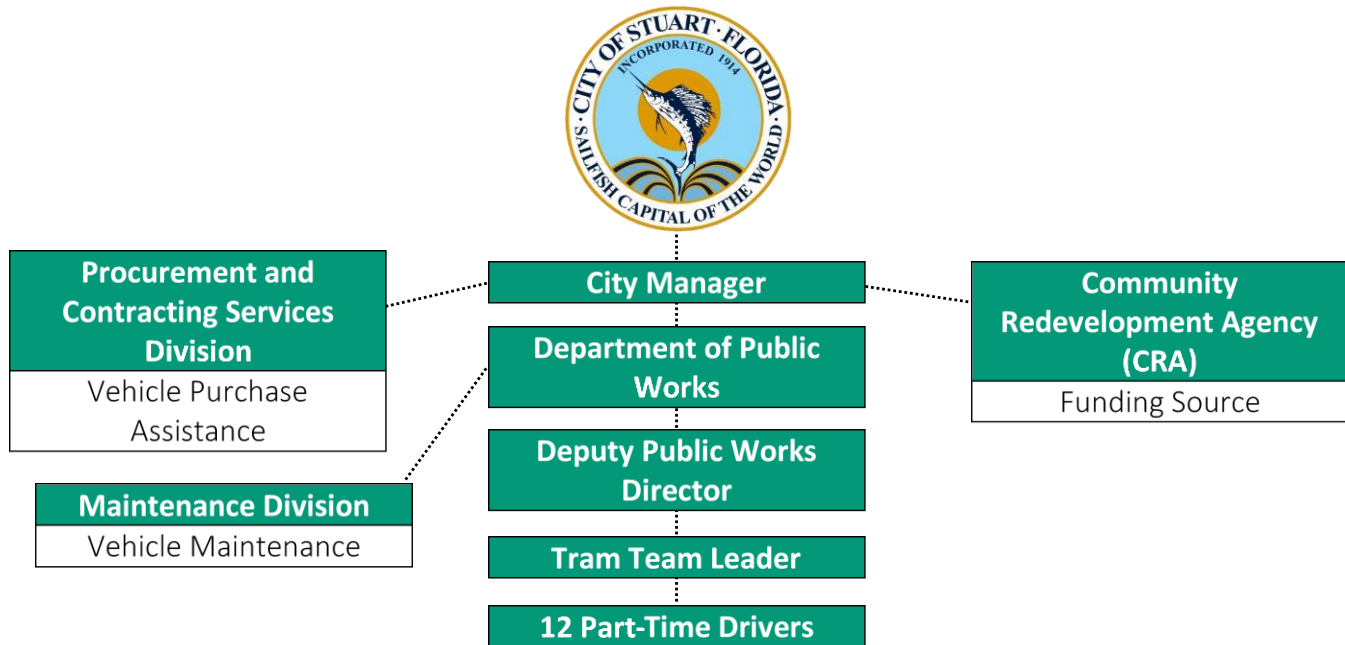
Currently, there is one team leader and 12 part-time drivers. The Tram route is run with 2 vehicles on the route. During special events a third Tram is added. The Tram also offers history tours on Tuesdays, Thursdays and Saturdays at 10:00 AM and 1:00 PM. The tours are 1 hour 20 minutes. The Tram is a free service to riders and drivers do not accept tips. Figure 1 shows the current routes and connectivity to the Martin County Public Transit (Marty) system and area park-and-ride lots. Figure 2 shows the current stops for the Stuart Tram from the City's marketing brochure.

Figure 1. Stuart Tram Routes in Context with Marty Routes and Area Park-and-Ride Lots



Source: MARLIN Engineering Inc.

City of Stuart Tram Organizational Chart



Business Plan Impetus

Tram capital, operating and maintenance costs have been addressed through the annual CRA and City budgeting process to date. As mentioned above, the CRA originally funded the Tram through a TIF program. In July 2016 the CRA received a Transit Development Grant from the Florida Department of Transportation (FDOT) District Four. The grant provided funding for the purchase of two more vehicles and operating costs for three years through June of 2019.

The Tram system transported over 48,000 passengers in 2017. Funding for the Tram is limited as the FDOT grant is expiring and cannot be renewed with the Tram system's current operation. In order to be prepared for future funding, an in-depth look at the Tram's operations and the development of a thorough business plan are important next steps. This business plan will provide the decision-makers with the information to move forward and meet the goals of improved mobility and accessibility for downtown Stuart and an understanding of funding for the immediate short-term. The Martin Metropolitan Planning Organization (MPO) coordinated with the CRA and City on the concept of developing a multi-year business plan and subsequently has offered to provide consultant services. This business plan is the result of those discussions. It was agreed that the Tram should have a plan developed to sustain and potentially expand services over a five-year period.

In Section I the existing conditions in the City of Stuart are presented. In Section II, case studies from across the nation are researched with data including service characteristics, vehicles, information sources and funding. In Section III the alternative choices of investments in marketing, altering the routing, increasing service and

emerging technologies are investigated. Table 5 shows the 5-year alternative cost analysis. In addition, the existing and potential new funding sources are discussed in detail. In Section IV Transportation Network Companies (TNCs) and their impacts are presented. In Section V the Tram route infrastructure is inventoried. In Section VI the additional opportunities identified during the course of the study are listed. The Appendices contain the background materials.

Figure 2. Existing Routes and Stop Locations



Source: City of Stuart

Goals and Objectives

The Project Team coordinated with MPO and City staff to develop a goal statement and specific objectives to guide the plan for the next five (5) years.

Goal: Continue to Plan, Operate and Maintain the Downtown Stuart Tram consistent with a Vision of enhanced mobility and economic development for the Downtown Stuart Area.

The Goal is proposed to be accomplished by setting forth the following objectives to be achieved beginning this Fiscal Year (FY) 2019 through FY 2025 with annual updates:

- » Improve Tram reliability, efficiency and effectiveness

- » Assure fiscal stability through five (5) year budgeting
- » Create a distinct and recognizable brand for the Tram
- » Seek out and apply for grants and private sector participation
- » Increase transit ridership levels by capturing traditional and new transportation markets
- » Continue intergovernmental coordination with regional transportation authorities and the private sector to foster strong partnerships

The graphics below provide three planning horizons for the immediate future, the mid-term and the long-term of the Tram and the recommended actions for the City during these timeframes.

SHORT TERM – 2019

- » 2019 - Continue to enhance, operate and maintain the Downtown Stuart Tram – Underway
- » 2019 - Purchase new vehicle per FDOT Transit Service Development Grant 50/50 – Underway
- » 2019 - Implement plan to extend service to Sailor's Return
- » 2019 - Pilot a fixed route schedule
- » 2019 - Define staffing – roles and responsibilities
- » 2019 - Market service
- » 2019 - Adopt a dynamic Five (5)-year Financial Plan that should be continuously updated
 - Initiate efforts to increase revenue stream
 - Increase CRA Funding based on historical growth in taxable value
 - Identify options for utilization of parking revenue
 - Advertising – vehicles and shelters
 - Special event fees
- » Seek additional funding for 2019 and prepare and submit 2020 to 2025 Budget Plan

MID TERM – 2020-2021

- » Maintain existing service levels
- » 2020 – Implement and accrue revenues from:
 - Advertising
 - Special events
- » 2020 - Coordinate with the CRA on implementation of parking fare infrastructure
- » 2020 - Apply for a FDOT Intermodal Grant for a new shelter
- » 2021 - Implement and accrue revenues from:
 - Parking
- » 2021 - Implement FDOT Intermodal Grant and construct shelter
- » 2021 – Research vehicle types for purchase of replacement in 2022
- » Plan and prepare Annual Five (5)-year Budget Plans

LONG TERM – 2022-2025

- » 2022 - Vehicle replacement
- » 2022 - Prepare and submit FDOT Transit Service Development Grant Application for expanded service
- » 2022 - Apply for FDOT Intermodal Grant for a new shelter
- » 2023 - Implement FDOT Service Development Grant - purchase new vehicle, implement new service and market new service
- » 2023 - Implement FDOT Intermodal Grant and construct shelter
- » 2024 - Vehicle replacement
- » 2024 - Increased advertising on new shelter and 3rd in-service vehicle
- » 2024 - Apply for FDOT Intermodal Grant for a new shelter
- » 2025 - Implement FDOT Intermodal Grant and construct shelter
- » Plan and prepare Annual 5-year Budget Plans – plan shall include account for accommodation of expiration of FDOT Transit Service Development Grant

The Draft Business Plan was presented to the City of Stuart Commission at the March 11, 2019 Commission Meeting. As a result of the presentation the City of Stuart now has a better understanding of the future funding needs for the Tram. With this information, the elected officials can better evaluate potential future funding sources and City priorities. The meeting's discussion included using parking fees, paid tours, and CRA funds as potential sources of future funding. Some Commissioners expressed support for opportunities for Tram expansion and additional marketing. Much of the meeting's discussion and public comment was regarding the March 1, 2019 route and schedule changes and the benefits and shortcomings of this new service. The minutes of the meeting can be found in the Appendix.

SECTION I. EXISTING CONDITIONS

Downtown Survey Results

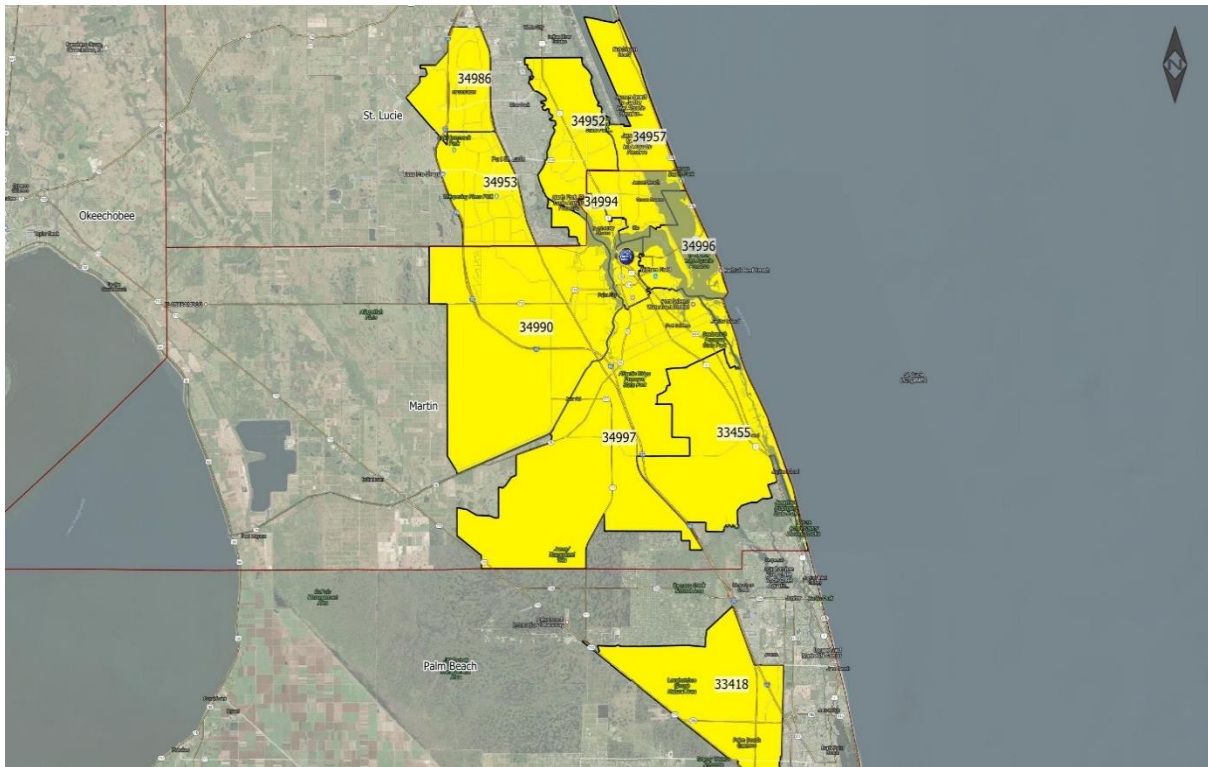
A survey was created in order to gain local insight into the Tram, its operations, customer satisfaction and usage. The MARLIN team visited Downtown Stuart on the afternoon of Sunday, October 14, 2018 during the Green Market and on the evening of Friday, December 7, 2018 during the Christmas parade, to talk to residents, business owners, employees and visitors and survey their opinions of the Tram. 81 surveys were taken.

HEAR WHAT PEOPLE SAY

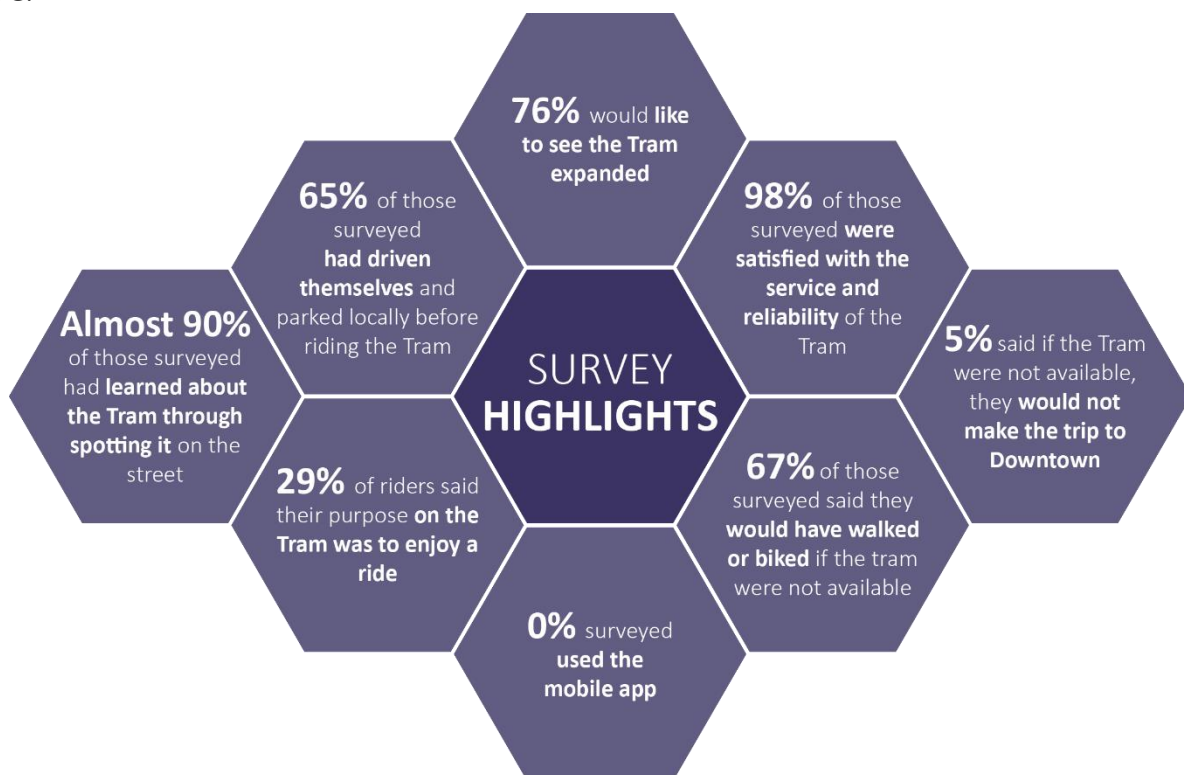


The questionnaire had a series of six questions for non-Tram riders and 15 questions for those who rode the Tram at least one time. The first question asked the participant's zip code. The Tram was used by people throughout the Treasure Coast from northern Palm Beach County, Martin County and to Central and South St. Lucie County. We also heard from citizens that use the Tram that live right along the route and snowbirds visiting Stuart during the winter months.

Figure 3. Zip Code Map



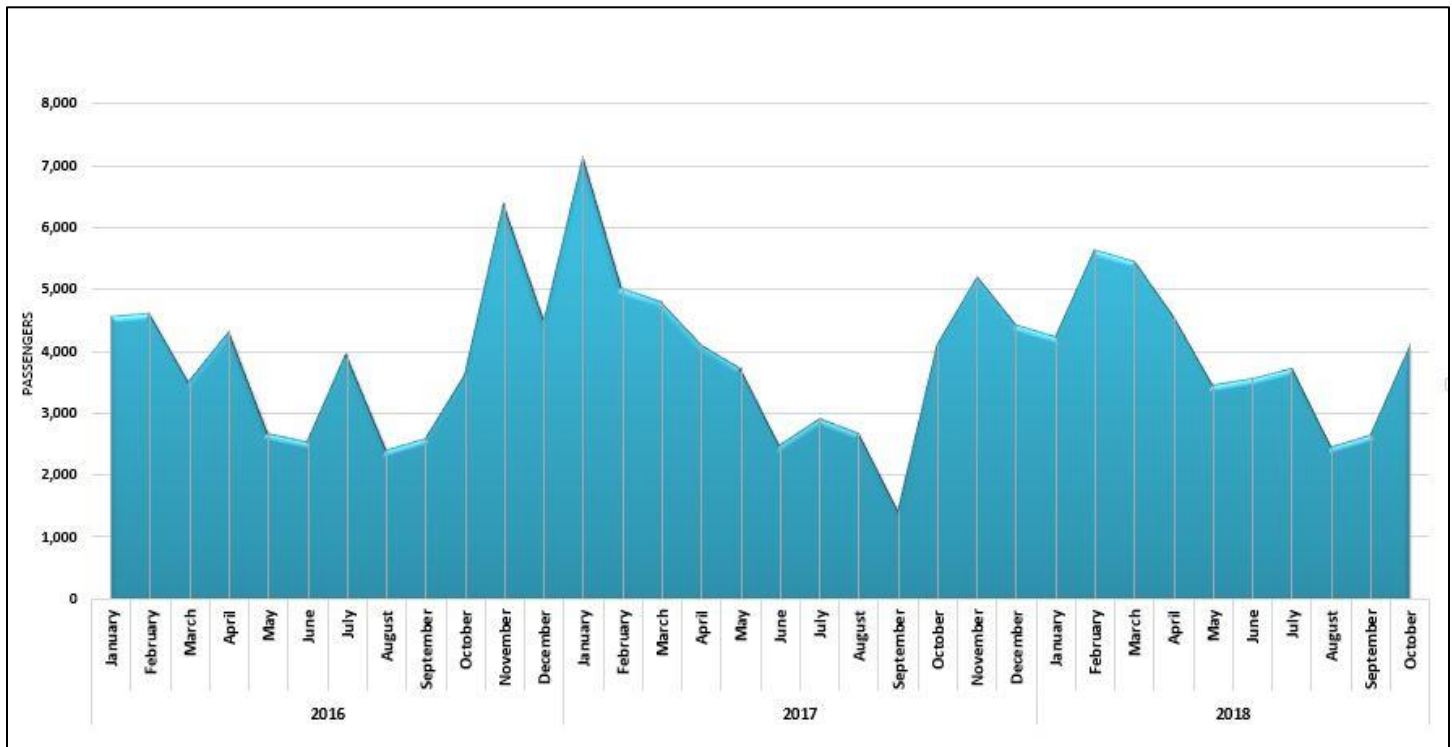
The survey highlights show key results indicating that connections to parking are a major part of the Tram's success as well as people just wanting to enjoy Downtown Stuart. The survey form and notes can be found in Appendix C.



Tram Ridership Analysis

Tram ridership data for 2016, 2017 and January to October 2018 was obtained and analyzed. The data is collected manually by the drivers on a ridership sheet and includes passenger pickup by the closest stop and hour of the day. Figure 4 shows monthly ridership.

Figure 4. Stuart Tram Monthly Ridership Years 2016, 2017 and 2018



Source: City of Stuart

2017 monthly ridership shows September as the month with the lowest ridership. January 2017 is the month with the highest ridership. Overall the highest ridership months are January, February, October, November and December, coinciding with the City's tourist season.

For the past three years, 2016, 2017 and 2018, ridership has been increasing with 44,854 riders in 2016, 48,120 riders in 2017 and 39,941 riders through October 2018. This puts 2018 on track to exceed 2017 ridership with 4,438 average monthly passengers surpassing 2017's 4,010 average monthly passengers. Figures 5 and 6 show monthly ridership by year.

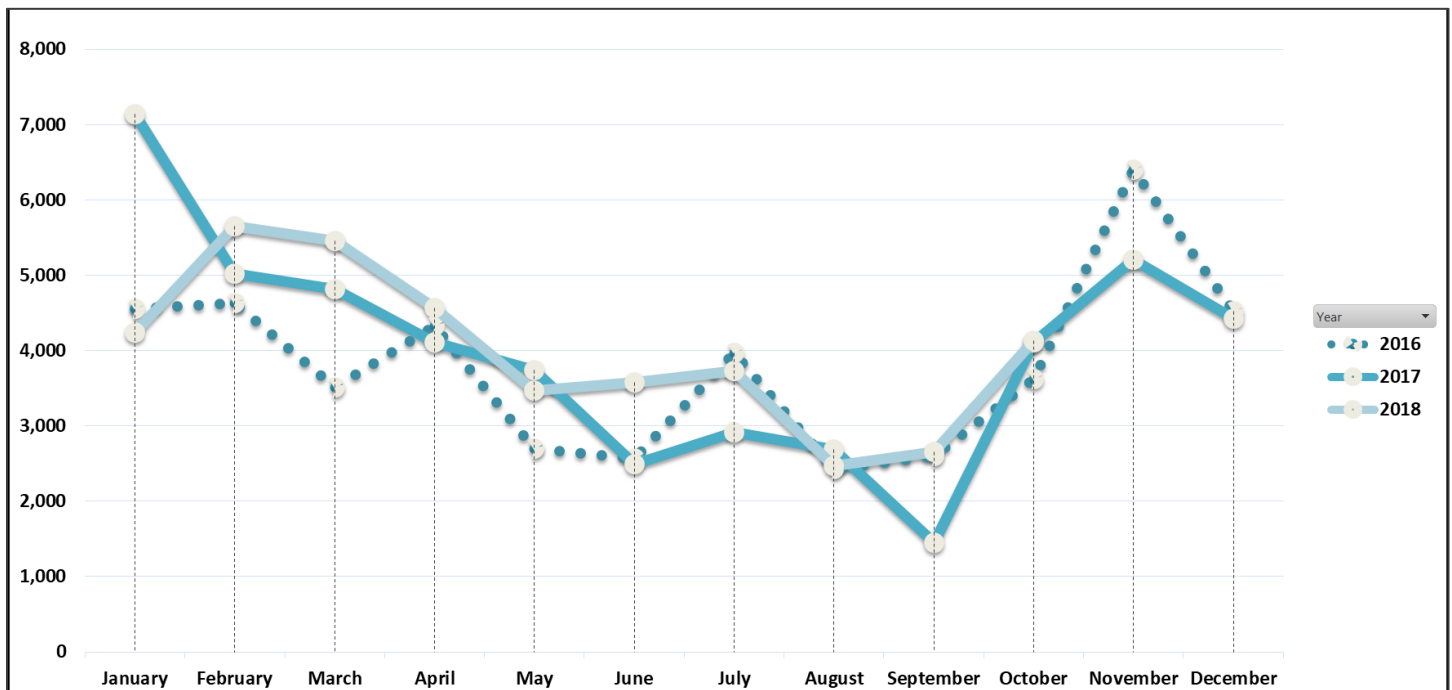
Figure 7 includes the stop activity for 2017. The most popular stops on the Tram route are City Hall and Haney Circle with 22,429 total riders in 2017 with Pelican/Flagler Park a close third. The least popular stops are Osceola and the School Board in 2017. Note that our field observations and discussions with passengers and the general public indicated that the stop locations are not well known. Many people did not know what stop they were picked up and further indicated that they just wave down the Tram. As previously stated, the driver's boarding report provides the "nearest" pickup stop. Table 2 includes stop activity for 2016, 2017 and 2018.

Time of day data was also analyzed in Figure 8 to determine peak ridership times. The data clearly shows peaks at noon and 5:00 PM as well as high ridership during the hours before and after these peaks representing the lunch and dinner windows as well as the end of a 9:00 AM - 5:00 PM workday.

Table 1 provides an analysis of special event ridership for 2016, 2017 and through October 2018. The 2016 and 2017 analysis shows that the top 10 special event days represent 17.2% and 18.2% respectively. The top special event days include the Air Show, the Boat Show, community events and holidays. The highest ridership day was on November 5, 2016 for the Air Show, with 1,430 riders. During special events the City provides additional Trams and drivers with varied routing to accommodate the event.

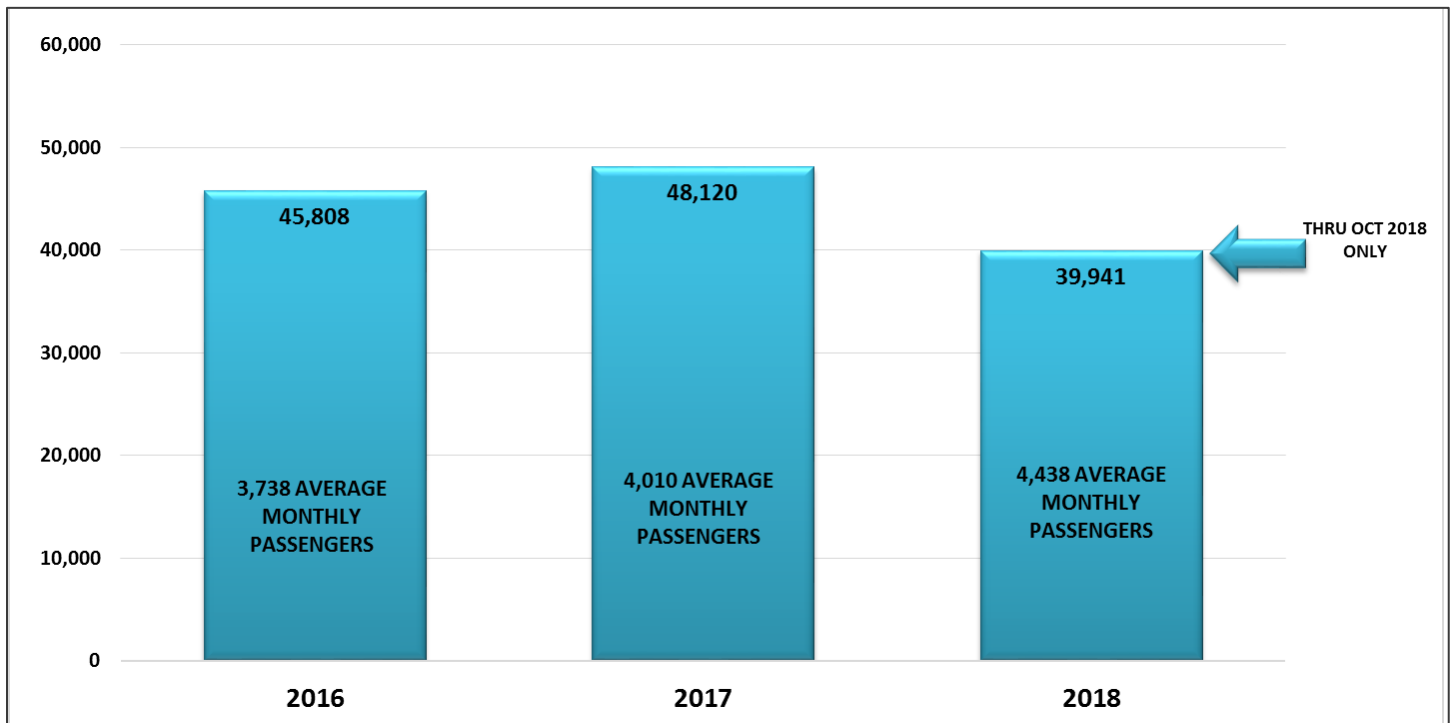
Marty ridership for 2017 was also reviewed at the Marty stops in proximity to the Stuart Tram route in Figure 9. The two Marty routes that are operated in proximity to the downtown are Route 3, (the Stuart Route) and Route 1, (the US 1 Route). The Tram is co-located at two Route 3 stops, at Kiwanis Park and at the corner of SE Ocean Boulevard and SE Hospital Avenue. Route 3 has a third stop near downtown at the corner of SE Martin Luther King Boulevard and SE Flagler Avenue and a fourth stop on SE Johnson Avenue just north of US 1. In addition, the Tram's Kindred Street stop is approximately 1/5 of a mile north of the Marty Route 1, US 1 stop.

Figure 5. Tram Passengers by Year



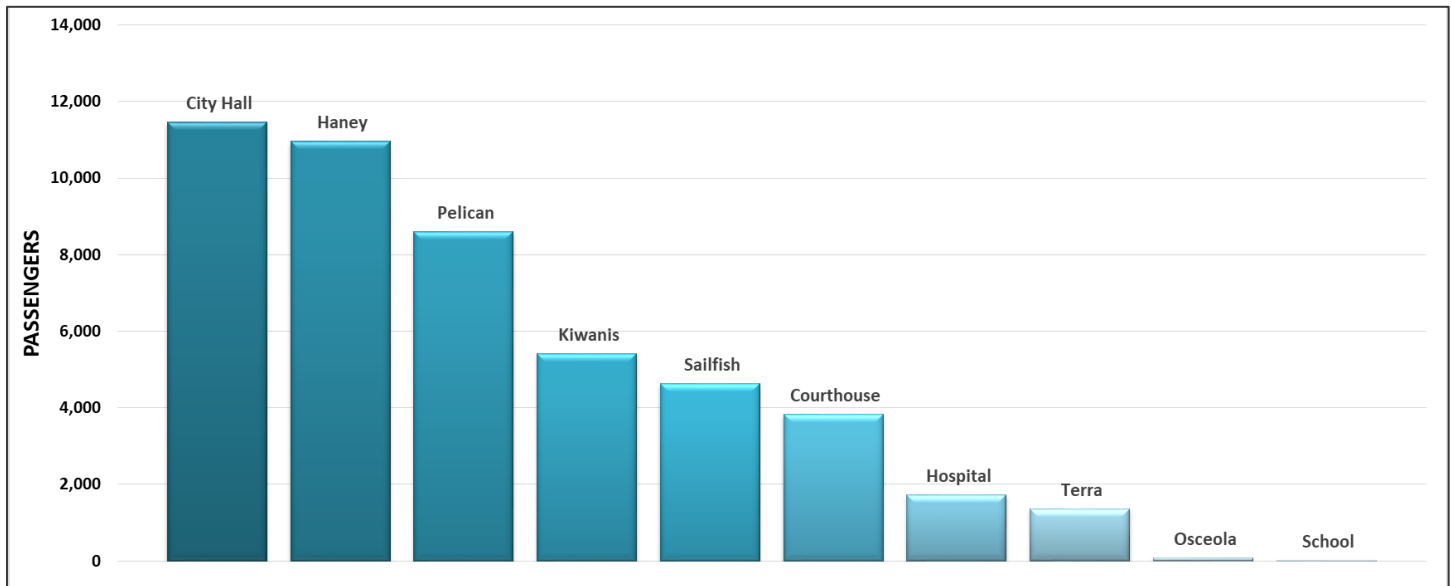
Source: City of Stuart

Figure 6. Downtown Stuart Tram Annual Ridership



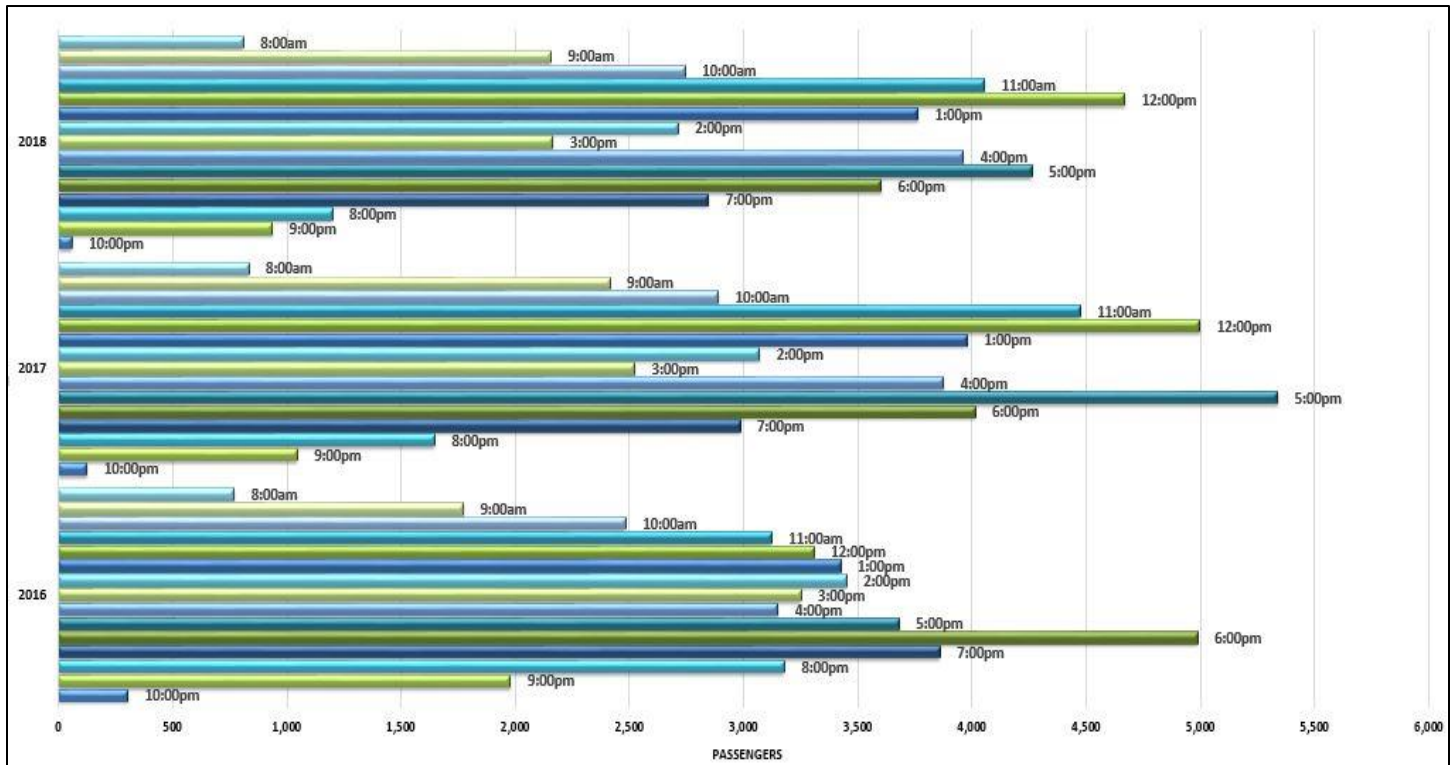
Source: City of Stuart

Figure 7. 2017 Passengers by Stop



Source: City of Stuart

Figure 8. Analysis of Time of Day Ridership



Note: 2018 data thru Oct.

Source: City of Stuart

Table 1. Special Event Ridership

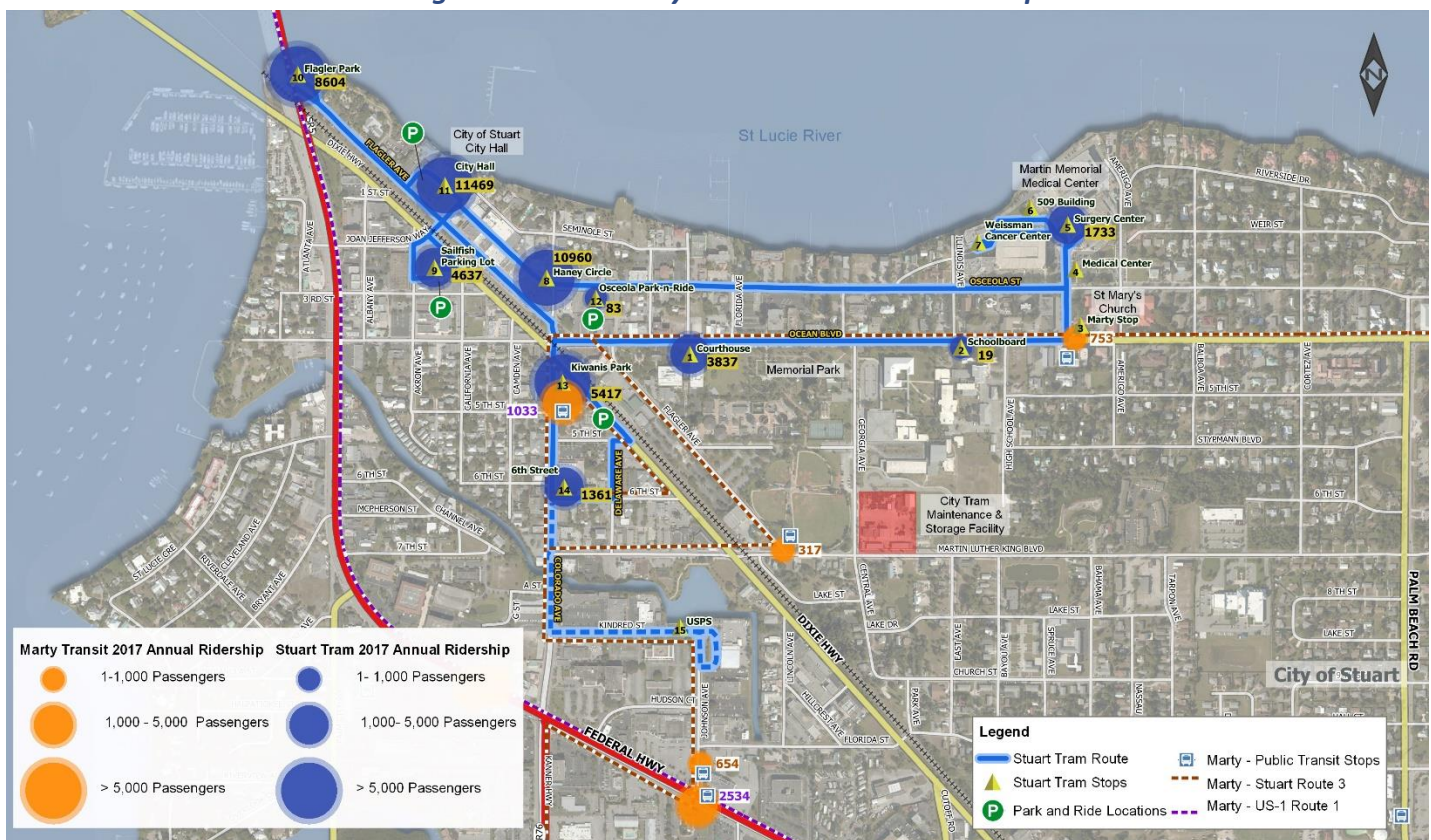
Year	Date	Event	Total Day	% of Special Event Ridership/Year
2016	November 5, 2016	Air Show	1,430	17.2%
	November 6, 2016	Air Show	973	
	July 4, 2016	Independence Day	954	
	November 4, 2016	Air Show	949	
	January 16, 2016	Boat Show	775	
	January 17, 2016	Boat Show	760	
	October 31, 2016	Halloween	577	
	February 28, 2016	Craft Fair	494	
	February 27, 2016	Craft Fair	478	
	December 2, 2016	Parade	474	
	2016 Total Special Event			
2016 Total Year			45,808	
2017	January 15, 2017	Boat Show	1,364	18.2%
	January 13, 2017	Boat Show	1,299	
	January 14, 2017	Boat Show	1,251	
	November 4, 2017	Air Show	1,112	
	October 31, 2017	Halloween	1,020	
	March 4, 2017	Jensen Beach Book Event	631	
	February 25, 2017	Arts Fest	579	
	August 19, 2017	Dancing in the Streets	549	
	December 19, 2017	Memorial Event	483	
	November 3, 2017	Air Show	470	
	2017 Total Special Event			
2017 Total Year			48,120	
2018	May 12, 2018	Heritage Houses	785	12.7%
	October 20, 2018	Arts Fest	642	
	July 4, 2018	Independence Day	516	
	March 3, 2018	Book Fair	513	
	January 13, 2018	Boat Show	474	
	March 31, 2018	Baptist Picnic	445	
	February 24, 2018	Art Fest	437	
	October 27, 2018	Halloween Event	427	
	February 25, 2018	Art Fest	424	
	April 28, 2018	Sea Food Fest	415	
	2018 Total Special Event (Thru Oct Only)			
2018 Total Year (Thru Oct Only)			39,941	
Total Special Event (2016-thru Oct 2018)			21,700	
Total Year(2016-thru Oct 2018)			133,869	
			16.2%	

Source: City of Stuart

Table 2. Ridership by Stop

Tram Stop	2016	2017	2018	Grand Total
City Hall	10,205	11,469	8,723	30,397
Haney	10,522	10,960	8,721	30,203
Pelican	7,584	8,604	8,730	24,918
Kiwanis	2,644	5,417	5,265	13,326
Sailfish	2,655	4,637	4,684	11,976
Hospital	1,218	1,733	2,218	5,169
Courthouse	457	3,837	201	4,495
Terra	815	1,361	1,328	3,504
Osceola	355	83		438
School	3,157	19		3,176
Total	39,612	48,120	39,870	127,602

Source: City of Stuart

Figure 9. 2017 Marty and Stuart Tram Ridership

Source: MARLIN Engineering Inc.

Fleet Conditions

The Tram currently has six vehicles, one gas and five electric, with varying passenger capacities. All are in good condition. The Expected Remaining Years were determined assuming a 10-year vehicle lifespan and determines

the year a replacement Tram would be needed. Staff stated that the vehicle charge will last 50-80 miles (+/- 8 hours) per charge with the vehicles averaging 13 miles per hour. As the Tram picks up more riders (weight), the battery life wears down at a faster rate. Table 3 provides a description of the vehicle inventory.

Table 3. Vehicle Inventory

Unit #	Vehicle Description	Passenger Capacity	Wheelchair Ramp	Operating System	Operating Voltage	Mileage/Hrs (Oct 2018)	Vehicle Condition	Expected Remaining Years	Replacement Tram Needed
MTS1	2007 Club Car	10	Yes	Gas	N/A	12,204 Hrs	Good	1	2019
MTS2	2012 Moto electric	11	Yes	Electric	72v	95,144 miles	Good	4	2022
MTS3	2014 Moto electric	15	No	Electric	72v	45,523 miles	Good	6	2024
MTS4	2016 Moto electric	11	Yes	Electric	72v	33,947 miles	Good	8	2026
MTS5	2016 Moto electric	11	Yes	Electric	72v	32,222 miles	Good	8	2026
MTS6	2017 Moto electric	23	No	Electric	72v	9,590 miles	Good	9	2027
Trailer		10							

Source: City of Stuart



MTS1



MTS2



MTS3



MTS4



MTS5



MTS6



Trailer

Four of the vehicles have a manual wheel chair ramp that can be unhooked by the driver upon request. The electric vehicles have a solar panel assist on top of each vehicle providing a minimal amount of extra power. The

vehicles undergo regular maintenance and the batteries (lead-acid) have an average lifespan of 2.5 years. At a cost of \$1,450 per 12-battery set, a Tram will go through a set of batteries four or more times during its lifespan. Another battery technology the City has begun to review is lithium ion batteries. These are more expensive at \$7,000 per 12-battery set, plus vehicle retrofits and chargers. The benefits of these more expensive batteries are being investigated.

Environmental Benefits

Using the data from the survey discussed in Section I, 26% of people would have driven if the Tram were not available. Applying that rate to 2017 Tram ridership, shows 12,511 riders would have driven if the Tram were not available. Assuming each driver drove ½ mile looking for parking and parking downtown, in 2017 the Tram saved 6,255 miles of driving, resulting in improved downtown air quality and a savings of approximately 2.3 metric tons of CO₂. (Source: <https://www.carbonfootprint.com/calculator.aspx>)

Interviews and Site Visits

In addition to the surveys, interviews were conducted with representatives from the Stuart Boat Show, the Downtown Business Association, Stuart Main Street, the Chamber of Commerce, Molly's House, St. Mary's Episcopal Church, as well as with downtown businesses, Tram drivers, and a Marty driver. In addition, MARLIN staff made numerous visits to the downtown to ride and observe the Tram at various times.

The Tram drivers all fulfilled their reputations as friendly and knowledgeable. They shared their efforts in meeting riders at their locations when riders called the Tram phone number as well as offering rides to those along the route. During special events the drivers would remain stationed at various stop locations when not servicing riders in order to conserve battery. Marty drivers are extremely knowledgeable of the history and character of Stuart and are known for giving impromptu narration of local attractions with thoughtful interaction with the passengers.

- » The Boat Show representative was interested in further coordination with City as they sold 18,000 tickets to the 2018 Boat Show.
- » Others spoke about the perception of unreliability for the Tram while also acknowledging the importance of the Tram as an asset to the City for tourism and local mobility.
- » As merchants have employees park at the park-and-ride lots and take the Tram, this frees up parking near the businesses.
- » The Tram is a great aid to counter the mindset that there is no parking available downtown.
- » Interviewees emphasized the Tram's value to tourism, but spoke of opportunities for getting the word out and improving reliability to capture new riders.

During both survey days, instances of a Tram being removed from the route due to low battery charge were observed. Interview notes can be found in the Appendix D.

Existing Budget

Although the Tram has 14 specified stops, the Tram currently operates as a flag down, flex-route service utilizing 6 vehicles and 12 drivers. Maintenance, management and administration are provided by City staff. The recently ended Fiscal Year (FY) 2018 (October 2017-September 2018) budget for Micro-Transit Operation was \$181,372. Each year is broken down into personal services, operating expenses and capital outlay. Personal services include salaries and benefits. Operating expenses include phones, electricity, insurance, printing, repair and maintenance including battery purchases, office supplies, fuel, GPS and app and uniforms. Capital outlay includes the cost of the Trams. Table 4 shows the Tram budget for fiscal years 2014-2019.

Table 4. City of Stuart - Tram Budget

Micro-Transit Operations	FY2014**	FY2015**	FY2016**	FY2017***	FY2018***	FY2019***
Personal Services				136,882	150,279	150,965
Operating Expenses	22,607	21,060	28,197	10,864	31,093	29,806
Capital Outlay	30,000	97,000	0	29,943	0	35,000
Total	\$52,607	\$88,060	\$28,197	\$177,689	\$181,372	\$215,771

** Tram Budget under CRA

*** City of Stuart Micro Transit Operations budget

SECTION II. CASE STUDIES

This Section describes different microtransit services from around the U.S. and lessons learned from the experiences of operating those services. This information was compiled from multiple sources, including the operators' web sites and reports and various news articles.

Main Street Trolley (Park City, UT)

Service Characteristics

Main Street Trolley is operated by Park City Transit, the City-operated public transit service. The Trolley serves downtown Park City seven days a week from 10:00 AM to 11:00 PM at approximately 15-minute headways. The Trolley is free to ride and typically serves tourists and special event attendees. Riders can request service by waiting at Trolley stops (which are demarcated with signs) or flagging down the Trolley anywhere along its route. Annual ridership in 2014 was 70,993.

Vehicles

There is one Trolley vehicle in the Park City Transit fleet. The Trolley vehicle is a replica trolley bus that has 30 seats and runs on clean (ultra-low sulfur) diesel.

Information Sources

Trolley information is available via a real-time bus location tracker, Google Transit, an app, and the Park City Transit web site (<https://www.parkcity.org/departments/transit-bus/routes-schedules>).

Funding

The Trolley relies on Section 5309 funds, local match from the City, and Park City Transit's overall system funding (including funds from a mass transit sales tax, resort tax, business licenses, bus advertising, donations, County contributions, and night rental license fees).



Main Street Trolley Vehicle

Source: <https://www.visitparkcity.com/blog/post/introducing-park-citys-new-ride/>



i-Ride/Gotcha (Sarasota, FL)

Service Characteristics

i-Ride was launched in March 2017 and was originally operated by Gotcha Group for the City of Sarasota. It was fare-free and served downtown Sarasota seven days a week from 12:00 PM-11:00 PM. Riders included residents and tourists. Riders could request service by flagging down vehicles or calling. Between March 2017 and March 2018, i-Ride served 47,000 riders.

In August 2018, the operator contract was terminated. Starting in January 2019, the service will operate independently of City support under the Gotcha brand and will provide trips for a flat fare of \$3.00 (payable only via credit card or the service's app) after the first week of resumed service. The contract with the City was terminated because the i-Ride service was not self-sustaining with the inclusion of driver wages. (In the original forecasts, drivers were to be paid via tips only, but tips turned out to be inadequate. The shortfall in the first year of i-Ride operations was \$85,000.) Gotcha's CEO stated in August 2018 that similar services operated by the company nationwide are not financially independent.

Vehicles

Gotcha uses electric golf carts that seat seven (including the driver). Gotcha also operates e-bikes and e-scooters. During i-Ride operations, three of the seven vehicles in the fleet ran in peak operations.

Information Sources

Information about the current service is available via Gotcha's web site (<https://ridegotcha.com/ride/>) and an app.

Funding

The City of Sarasota provided a \$340,000 City subsidy to cover the first two years of i-Ride operations (starting with a March 2017 launch). i-Ride service relied on on-vehicle ads but the Gotcha service will not.



i-Ride Vehicle

Source: <https://www.youobserver.com/article/city-strikes-deal-with-downtown-transit-operator>



Gotcha Vehicle

Source: <https://ridegotcha.com/location/sarasota/>

Freebee (Miami, FL)

Service Characteristics

Freebee is operated by a private company of the same name and serves six districts in Miami as well as Coconut Grove, Coral Gables, Key Biscayne, Islamorada, Miami Beach, and Miami Lakes. Service is planned for Pinecrest. Service days and hours are shown in the table below. Rides are free. The service started as an ad-supported transportation option in South Beach. Riders typically use the service to circulate within each service area for work or recreational trip purposes.

Freebee Service Days and Hours

Service Area	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Miami	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-2:00 PM	11:00 AM-2:00 PM
Coconut Grove	11:00 AM-8:00 PM	11:00 AM-8:00 PM	11:00 AM-8:00 PM	11:00 AM-8:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM
Coral Gables	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM
Key Biscayne	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-10:00 PM	10:00 AM-10:00 PM
Islamorada	11:00 AM-8:00 PM	No Service	No Service	No Service	4:00 PM-12:00 AM	4:00 PM-12:00 AM	12:00 PM-12:00 AM
Miami Beach	12:00 PM-2:00 AM	12:00 PM-12:00 AM	12:00 PM-12:00 AM	12:00 PM-12:00 AM	12:00 PM-2:00 AM	12:00 PM-2:00 AM	12:00 PM-2:00 AM
Miami Lakes	10:00 AM-2:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	No Service
Pinecrest	No Service	7:00 AM-7:00 PM	7:00 AM-7:00 PM	7:00 AM-7:00 PM	7:00 AM-7:00 PM	7:00 AM-7:00 PM	4:00 PM-10:00 PM

Vehicles

Freebee uses electric golf carts that seat six (including the driver). The vehicles include mini HD televisions and audio systems.

Freebee service started in South Beach with a fleet of six vehicles. The 2014 fleet for all service areas consisted of 20 vehicles, and the 2017 fleet consisted of more than 40 vehicles.

Information Sources

Information about Freebee service is available from the Freebee web site (<https://ridefreebee.com/>), an app, and signage in the service area.

Funding

Freebee services are funded differently in different service areas. In some service areas, the city subsidizes part of the cost and advertisers fund the rest. Ads include on-vehicle ads, mobile ads, and brand promotion by drivers. In some service areas, sponsorships cover the entirety of the cost. Drivers are allowed to accept tips.



Freebee Vehicle

Source: <https://www.miamiherald.com/news/business/technology/article207422894.html>



Freebee Vehicle with Alternative Door Design

Source: <https://ridefreebee.com/>



Downtowner (Tampa, FL)

Service Characteristics

The Downtowner is an on-demand service that has operated in downtown Tampa since 2016. It currently operates Monday through Thursday from 7:00 AM-9:00 PM, Friday from 7:00 AM-10:00 PM, Saturday from 12:00 PM-10:00 PM, and Sunday from 12:00 PM-8:00 PM. Prior to September 2018, the service operated from 6:00 AM-10:00 PM on weekdays and from 11:00 AM-11:00 PM on weekends; service was cut in September 2018 due to a 20% budget shortfall after the loss of a grant. Riders request rides by flagging down vehicles or via an app. The service was extended to Tampa Heights in October 2018.

The Downtowner carried 329,000 riders in its first two years. In 2017, it carried approximately 500 riders per day. In August 2018, it carried an average of 540 riders per day, with peak demand occurring during the rush hours and lunch. The typical user is a commuter, including travelers making first-mile/last-mile connections at Marion

Transit Center, but the service is also used for trips to and from entertainment uses. The average wait time for a trip was 26 minutes in 2017 and 2018.

In June 2018, there were discussions about having HART take over operations in 2019, as HART's ends its In-Towner trolley service.

Vehicles

In 2017, the Downtowner used Polaris Global Electric Motorcars (GEM) mini-shuttles (electric, with six seats) and two Chevy Bolts (electric, with five seats). In 2018, Tesla Model X SUVs (electric, with six seats) were introduced in partnership with HART on a temporary basis to increase vehicle range, offer air conditioning, and decrease wait times. Downtowner started with a fleet of 12 GEM mini-shuttles (eight used during peak periods) in 2016.

Information Sources

Information about the Downtowner is available via the Tampa Downtown Partnership web site (<https://www.tampasdowntown.com/getting-around/downtowner-ride-service/>) and an app. On the web site, Downtowner service is classified as "Ride Service" rather than "Public Transportation."

Funding

The Downtowner relies on three funding partners (the Tampa Downtown Partnership, the City of Tampa, and HART) and supporters who include downtown hotels, businesses, developers and the University of Tampa. The operating partners have considered introducing on-vehicle ads and allowing drivers to accept tips. The service costs approximately \$1 million per year to run. Initial funding included \$560,000 from community development funds and \$450,000 (over three years) from FDOT. Downtown stakeholders also make contributions.



Downtowner Vehicle (Chevy Bolt)

Source: <http://ridedowntowner.com/>

eShuttle (Austin, TX)

Service Characteristics

eShuttle was operated by Electric Cab of North America (ECNA). It served three activity centers in Austin, including downtown Austin, the Domain activity center, and the Mueller activity center. Rides were free as part of pilot implementations that ended in late 2018. Service in Austin and the Domain operated seven days a week, from 6:30 AM-7:00 PM in downtown and from 6:00 AM-7:00 PM in the Domain. Service in Mueller operated Monday through Friday from 8:00 AM-8:00 PM and Sunday from 10:00 AM-3:00 PM (The Mueller service did not operate on Saturdays). Riders could request service by flagging down vehicles, calling, or using an app.

The services operated as flex routes, which means they followed a route but drivers were allowed to pick up and drop off passengers off the route so long as they remained in the service area. The downtown service carried 1,173 riders in its first month. In 2018, peak demand in downtown was from 4:00 PM-5:00 PM, and 46.9% of trips were commute trips. In the Domain, 20% of trips were used to get to work.

Austin's transit agency, Capital Metro, is planning a driverless shuttle pilot program in downtown Austin. This service would include six electric driverless shuttles operating between four downtown destinations. According to the Austin American-Stateman, similar pilot efforts are underway in Las Vegas and Ann Arbor.

Vehicles

eShuttle used electric golf carts for six occupants (including the driver). The Mueller service used a fleet of two vehicles.

Information Sources

Information is available from the operator's web page and app (<https://ecabna.com/>) and from partners (<https://www.pecanstreet.org/work/transportation/>).

Funding

Initial funding for service in the three activity centers was provided via a \$1,000,000 U.S. Department of Energy Vehicle Technology Program grant, a partnership with Capital Metro, and a local water and energy research advocacy company. Some funding was provided by on-vehicle ads. ECNA has talked to businesses about private partnerships to continue services. Private bookings were available.



Domain eShuttle Vehicle

Source: <https://communityimpact.com/austin/northwest-austin/environment/2018/02/15/free-electric-cab-service-expands-downtown-austin-sees-success-domain-northside/>

Free Ride Everywhere Downtown (San Diego, CA)

Service Characteristics

Free Ride Everywhere Downtown (FRED) is operated by Free Ride and managed by Civic San Diego, the City's downtown development agency. FRED was launched in San Diego in 2014. In 2016, it operated from 7:00 AM-9:00 PM Monday through Thursday, from 7:00 AM-12:00 AM Friday, from 8:00 AM-12:00 AM Saturday, and from 9:00 AM-9:00 PM Sunday. It currently operates from 12:00 PM-9:00 PM every day. In August 2017, FRED carried 12,500 riders. A September 2018 news article projected that FRED would carry 170,000 riders by the end of 2018. The service is used by residents, workers, and visitors. Rides are free.

The service started with five vehicles in 2014. It had 17 vehicles in November 2017, and it is planned to have 30 vehicles by 2020. Company founders reported in 2017 that drivers were not available to pick up would-be riders up to 50% of the time, particularly during peak periods (i.e., the evening rush hour). The expanded fleet is expected to allow FRED to accept 100% of rider requests. The pick-up time goal is 8 minutes.

Vehicles

FRED uses electric golf carts that seat six (including the driver). Future plans include upgrading some of the existing fleet to a longer-running lithium ion battery.

Information Sources

Riders can request service via an app or flag down a vehicle. Priority is given to app requests. FRED's web site is <http://thefreeride.com/san-diego.php>

Funding

The original FRED was funded by on-vehicle ads. In 2016, some funding was provided by the downtown San Diego development agency, though the service is supposed to rely on ad revenue to the extent possible. The downtown development agency funding consisted of \$500,000 from downtown parking meter revenue, which comprised

\$200,000 for 10 new vehicles and \$300,000 for vehicle storage, charging stations, and start-up costs. \$2 million was set aside in 2016 for the next five years of operations. Drivers are paid a wage and benefits and are allowed to accept tips.

In 2017, ad revenue provided \$212,000 of the service's \$1.6 million budget. After service expansion in 2020, the service is anticipated to cost \$2.4 million per year, and ad revenue is expected to provide up to \$1.2 million of that due to the increased number of vehicles and an increased level of advertising.

The downtown development agency has pursued funding from the California Greenhouse Gas Reduction Fund, the California Air Resources Board (not awarded), and the California Department of Conservation, and the San Diego Association of Governments (not awarded). The agency has coordinated with the Port of San Diego and the City of San Diego to discuss service area expansion and use of parking revenues.



FRED Vehicle

Source: <https://www.voiceofsandiego.org/topics/government/downtowns-free-transit-service-is-san-diegos-most-expensive-by-far/>

Eco-Friendly Rides on Green Shuttles (Dallas, TX)

Service Characteristics

Eco-Friendly Rides on Green Shuttles (E-FROGS) is operated by a private company of the same name. It serves seven districts in Dallas, including downtown Dallas. Service is currently available seven days a week from 7:00 AM-11:00 PM. The service was launched in 2010, and it operated only after 5:00 PM in 2011. Rides are free. E-FROGS has a pick-up time goal of 15 minutes. In March 2018, the service provided 100-150 rides per day.

E-FROGS is typically used by visitors of entertainment districts, downtown employees, tourists, and special events attendees. In addition to providing on-demand service within the service area, shuttles can be rented for special events, and riders can book specialized tours of Dallas (e.g., history tours and brewery tours). The specialized tours are offered in partnership with the City, and their prices are \$25 to \$85 per adult, depending on the tour.

Vehicles

The service uses GEM e4 and e6 electric golf carts that seat six (including the driver). Doors were added to the vehicles in 2015 to create more space for on-vehicle ads. When not in use, the vehicles are parked in highly visible locations for advertising purposes. The service started with a fleet of three vehicles and had a fleet of six vehicles in 2011.

Information Sources

Rides can be requested by phone, text, or app. Information about the service is available on the E-FROGS web site (<http://www.efrogsdallas.net/>) and from partner web sites (such as <http://www.dallasartsdistrict.org/plan-your-visit/e-frog/>).

Funding

The service is funded by on-vehicle ads, tips, and private rentals. In March 2018, ads provided 60% of revenue, corporate services (group rentals and special events rentals) provided 20% of revenue, and city tours and tips provided 20% of revenue. There is no marketing budget; E-FROGS is publicized by word-of-mouth and partner organizations.

The Dallas Morning News reported in 2011 that the service was launched with a \$20,000 investment and three vehicles. Fares could not be charged due to a City prohibition on charging fares for electric golf carts. In 2011, typical tips ranged from \$5 to \$20 depending on the size of group using the vehicle.



E-FROGS Vehicle

Source: <https://www.dmagazine.com/business-economy/2018/03/how-tip-based-shuttle-service-efrogs-makes-money>

Observations from the Microtransit Service Case Studies

- » Driver tips, while helpful, might not provide substantial funds to support operations.
- » Subsidies are likely to be necessary to kick off a service expansion (e.g., to cover the cost of new vehicles, infrastructure at new stops, etc.).
- » Specialized tours might provide a significant revenue source as well as a visitor-friendly amenity.

- » If on-vehicle ads are used to fund service, the ads are likely to be more prominent as the ad portion of the budget increases.
- » Maximizing on-vehicle ad revenue is likely to require maximizing the amount of space available for on-vehicle ads.
- » Advertising could also include stop branding, giveaways, and promotion by drivers.
- » Environmental agencies such as the U.S. Department of Energy might be viable sources of grant funding.
- » Vehicles not in service at the time might be parked in visible locations for marketing purposes.
- » It can be difficult to find current information about a microtransit service when the service is re-structured or re-branded (e.g., when a pilot effort concludes). Web sites and other information sources must be kept up-to-date.
- » Budgeting should consider publicizing the service.

SECTION III. ALTERNATIVES AND EXISTING AND POTENTIAL FUNDING

Alternatives

Marketing

The need for marketing was an issue that came up throughout the development of the Business Plan. During the survey, many had not heard of the Tram and others had suggestions on how best to get the word out. During interviews, the interviewees made recommendations for additional marketing and coordination. Good marketing cost money, so it is only prudent to include marketing ideas and the potential costs of a robust marketing effort within a comprehensive Business Plan.

Case studies continuously provide evidence on how marketing for public sector services yields many benefits. Philip Kotler, author of *Marketing in the Public Sector: A Road Map to improved performance* states:

“Marketing is much more than advertising; it is about knowing your customers, partners and competitors; segmenting targeting and positioning; communicating persuasively; innovation and launching new services and programs; developing effective delivery channels; forming partnerships and strategic alliances; and pricing/cost recovery. Marketing turns out to be the best planning platform for a public agency that wants to meet citizens’ needs and deliver real value. In the private sector, marketing’s mantra is customer value and satisfaction. In the public sector, it is citizen value and satisfaction. Government can deliver more quality, speed, efficiency, convenience and fairness to its citizens by using the marketing approach.”

In the 2019 Tram budget there are no designated marketing funds. The budget includes funds for a GPS monitoring system budgeted at \$5,000 for the year and includes updates to the app. The app allows users who have downloaded the app access to view the location, in real time, of the Tram. Phone service is budgeted at \$1,000 and includes two phone numbers for riders to call the drivers to request pickup. Office supplies are budgeted at \$400 and include the needs of the office and limited printing of brochures and materials.

The City is currently undergoing a comprehensive website overhaul. This will be an opportunity to inform website visitors of the Tram and its availability.

Ideas that were received during the development of the business plan include:

- » Have a Tram ambassador at special events to market and inform attendees about the Tram
- » Additional and improved signage and wayfinding which will lead riders to the Tram
- » Additional marketing to local businesses for employees to park at park-and-ride locations and take the Tram to work
- » Informative targeted kiosks and outreach at key locations such as the Hospital, School Board, and Courthouse
- » Include Tram information with the water bill
- » Additional signage for the Tram with rider information at each stop
- » Provide more materials and handouts about the Tram to local businesses
- » Opportunity for Tram representatives to speak at Chamber of Commerce monthly luncheon
- » Coordinate with the Martin MPO to share Tram information at events in the community

- » Coordinate with Marty for joint marketing opportunities
- » Market to Lyric Theater members

Routing

Alternate Scenario One in Table 5 continues with the existing level of service.

Pilot

The City of Stuart will be implementing a pilot on March 1, 2019, in an effort to transition the Tram from an on-call service to a set route with regular stops and headways. The pilot is based on the recommendations from the Walker Parking Study and a focus on improving the reliability of the Tram. In order to maintain timely headways (10-15 minutes) staff have identified two new routes. Figure 10 shows the maps for the new routes and schedule. The least utilized stops on the existing route are at the Hospital, the 6th Street stop, and the School Board and have been deleted from the route in this pilot.

One of the routes will be expanded to cross US 1 to service the Bed and Breakfasts and Sunset Bay Marina at Sailor Return. In the past the Tram had traveled across US 1 to service Sailors Return. However, the Trams were not licensed for travel on state roadways and service was discontinued. As of the Fall of 2018, the Tram vehicles are now state-licensed. With this new routing system, the routing would need to have scheduled milestones throughout the day to maintain service. Drivers would also need to be trained on the new route and timing. Currently drivers leave the route to service on call riders. In order to share this new routing and operation, the Tram would benefit from a robust marketing campaign including tailored signage and wayfinding and new materials.

The Trams fall under the state definition of a low-speed vehicle per Florida Statute 320.01(41) and operation guidelines under Florida Statute 316.2122 which defines the Tram as “any four-wheeled vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour”. However, in order to preserve the battery life and travel the daily distance required by the route, the Tram vehicles do not travel faster than 13 miles per hour. A faster speed would deplete the battery quickly, causing potential service interruptions.

1. Haney Circle (Colorado/Osceola)
2. Kindred Street
3. Kiwanis Park-n-Ride
4. 6th Street
5. Martin County Courthouse
6. Osceola Park-n-Ride
7. Flagler Park
8. City Hall/Colorado
9. Sailfish Park-n-Ride
10. Sailor's Return (after 3 pm only)*
11. Akron Ave./W. Ocean Ave. (until 5 pm only)**

STEP ON BOARD WITH US!

Downtown Stuart Tram Route

Downtown Tram Schedule

Sunday	9am-5pm
Monday	8am-8pm
Tuesday	8am-8pm
Wednesday	8am-8pm
Thursday	8am-8pm
Friday	8am-10pm
Saturday	9am-10pm

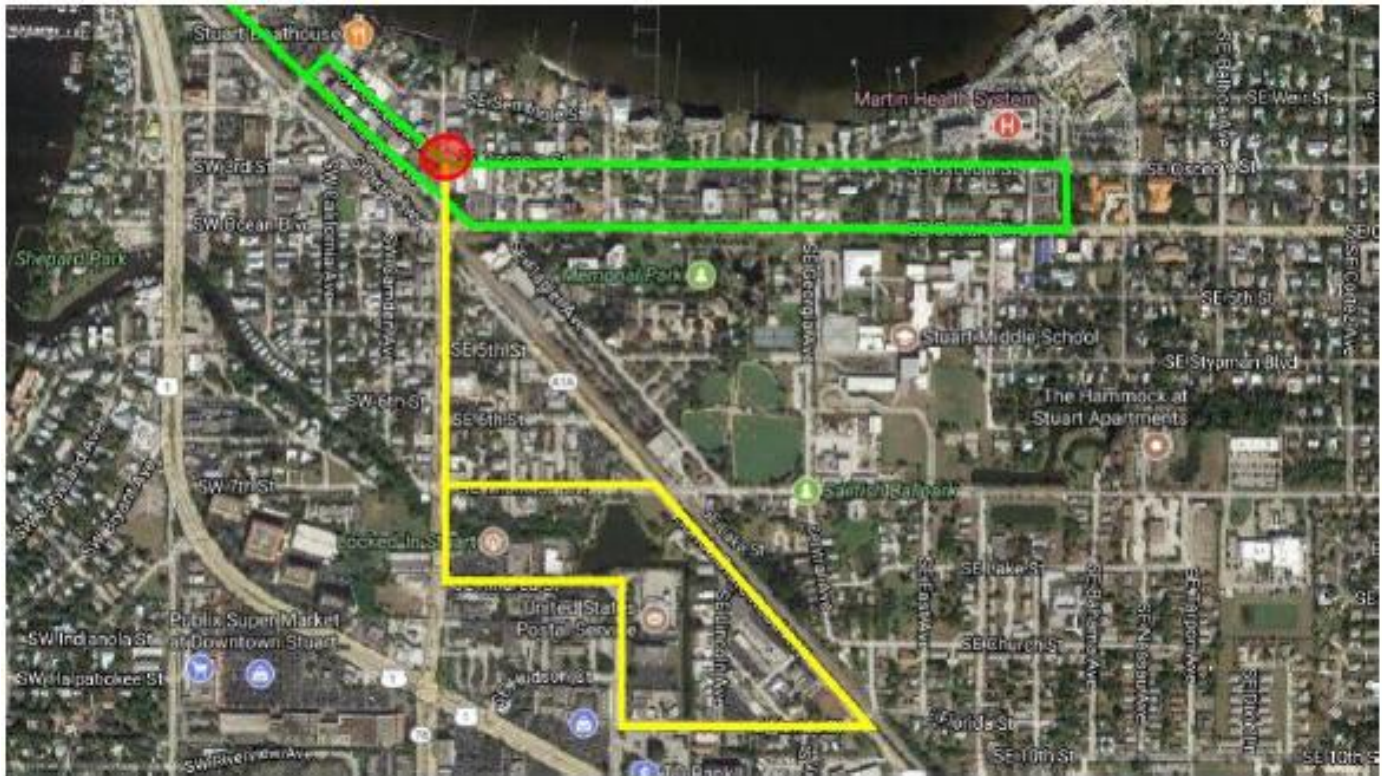
Red Route

Blue Route

The City is currently pursuing a Brightline/Virgin station. City Commissioners have suggested three potential locations: East Coast Lumber, Kiwanis Park and Stypmann Boulevard. All three are slightly southeast of the Martin County Courthouse complex and within 500 feet of each other. East Coast Lumber and Stypmann Boulevard are on the east side of the tracks; Kiwanis Park is on the west. Residential development and the possibility of a

Brightline/Virgin stop in the downtown will create additional need for the Tram. Figure 11 shows the recommended Tram route from the Walker Parking Study.

Figure 11. Proposed Downtown Stuart Tram Route Modifications



Source: Walker Consultants and Google Earth 2018

Table 5. Stuart Downtown Tram Alternative Cost Analysis

ALT #	SCENARIO*	2017**	2018**	2019**	2020	2021	2022	2023	2024	2025
TOTAL ANNUAL COSTS										
1	MICRO-TRANSIT EXISTING SERVICE LEVEL	\$ 192,676	\$ 181,372	\$ 216,771	\$ 185,456	\$ 189,165	\$ 232,695	\$ 196,745	\$ 241,971	\$ 204,570
2	MICRO-TRANSIT EXISTING SERVICE LEVEL with STOP INFRASTRUCTURE NEW SHELTERS 2021-2022					\$ 211,429	\$ 232,695	\$ 219,455	\$ 241,971	\$ 227,734
3	MICRO-TRANSIT 2023 EXPANDED SERVICE LEVEL with STOP INFRASTRUCTURE NEW SHELTERS 2023-2025							\$ 274,470	\$ 279,959	\$ 238,697
ANNUAL COSTS TO IMPLEMENT ALL ALTERNATIVES		\$ 192,676	\$ 181,372	\$ 216,771	\$ 185,456	\$ 211,429	\$ 232,695	\$ 274,470	\$ 279,959	\$ 238,697
POTENTIAL REVENUES BASED ON EXISTING SERVICE, SHELTER IMPROVEMENTS 2021, 2023, 2025 and 2023 EXPANSION OF SERVICE										
REVENUE SOURCES										
	CRA Funding****	\$ 100,000	\$ 100,000	\$ 100,000	\$ 103,500	\$ 107,123	\$ 110,872	\$ 114,752	\$ 118,769	\$ 122,926
	FDOT Service Development Grant	\$ 96,000	\$ 96,000	\$ 90,000	\$ -	\$ -	\$ -	\$ 38,862	\$ 18,994	\$ 17,063
	On vehicles ad - (\$200/4 weeks)*****				\$ 5,200	\$ 5,518	\$ 5,629	\$ 8,612	\$ 8,784	\$ 8,960
	Shelter Ads Existing, 1 New in 2021, 2023, 2025 (\$200/4 Weeks)*****				\$ 2,705	\$ 2,759	\$ 5,573	\$ 5,685	\$ 8,669	\$ 8,843
	Fees for Special Events (\$15/tram/hour)				\$ 4,500	\$ 4,590	\$ 4,682	\$ 4,775	\$ 4,871	\$ 4,968
	FDOT Intermodal Grant					\$ 11,355	\$ -	\$ 11,814	\$ -	\$ 12,291
	Parking Fees (\$1/hour)***				\$ -	\$ 40,000	\$ 50,000	\$ 60,000	\$ 80,000	\$ 80,000
SUBTOTAL POTENTIAL NEW REVENUE		\$ 196,000	\$ 196,000	\$ 190,000	\$ 115,905	\$ 171,345	\$ 176,756	\$ 244,500	\$ 240,087	\$ 255,051
NEEDED FUNDS TO SUPPORT ALL ALTERNATIVES		\$3,324	\$14,628	-\$26,771	-\$69,550	-\$40,084	-\$55,939	-\$29,969	-\$39,872	\$16,354

* All numbers based on 2018 dollars and a 2%/year inflation factor

** 2017 - 2019 City of Stuart Budget

*** 2018 Parking Study estimated \$80,000 to \$120,000

**** Municipal CRA Historic Taxable Value Annual Growth 2002-2018 = 3.5%

***** www.bluemedia.com/bus-advertising

Funding – Existing

CRA Funding

Currently the CRA contributes \$100,000 per year to the Tram's budget. Based on historical data provided by the CRA, the average increase in taxable value 2002-2018 is 3.2%.

Service Development Program Grant

The current FDOT Public Transit Service Development Program grant for the Tram expires at the end of June 2019. A Service Grant is a 3-year grant and "is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit. Service Development Projects specifically include projects involving the use of new technologies, services, routes, or vehicle frequencies; the purchase of special transportation services, and other such techniques for increasing service to the riding public as are applicable to specific localities and transit user groups. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems can be funded through the Service Development Program." The full program description can be found in the Appendix F.

This is a competitive grant and FDOT District 4 receives approximately \$1.8 million/year and operating needs receive first priority. The City of Stuart began invoicing on their current grant on October 1, 2016. The grant is for a total of \$275,000 with a 50% match from the City. The City is drawing down on the grant at approximately \$6,000-\$8,000 per month for operating expenses. In addition, one Tram has been purchased and a second Tram is in the process of being purchased with the grant funding.

Future opportunities to apply for this grant are limited for on-going service. However, new marketing technology or methods may be eligible.

Fees for Special Events

The Tram supports many special events in the City of Stuart. Three of the largest ridership days for the Tram are the weekend of the Boat Show produced by All Sports Production. The City has determined that moving forward they will be charging City events that require an event permit \$15/hour per Tram with an hourly minimum of 5 hours. In 2019, the Boat Show intends to stage buses at the Airport and has had initial meetings with the City and Tram staff to initiate, for the first time, an agreement for the Boat Show to pay for Tram service during the event. This is a best practice that can be emulated with other special events. For 2019, the Boat Show will be paying for 2 Trams for each of the 3 days of the Boat Show, starting a half hour before and ending a half hour after the Boat Show hours of Friday 10:00 AM-6:00 PM, Saturday 10:00 AM-6:00 PM, Sunday 10:00 AM-5:00 PM potentially generating \$780.

Funding – Considerations

FDOT Intermodal Funds

The Florida Department of Transportation's Intermodal program provided for under Florida Statute 341.053 supports projects which provide improved access to intermodal or multimodal transportation facilities and

terminals. Projects funded under this program include rail access to airports and seaports, interchanges and highways which provide access to airports, seaports and other multimodal facilities.

Opportunities to apply for this type of funding could consist of projects to provide linkages between modes such as between the Trams and a bicycle rental kiosk and the Marty. Or if the Brightline/Virgin train were to stop in the downtown, linkages between the train and Tram may be eligible.

Parking Fees

The City concluded an in-depth parking study in September 2018. Walker Consultants completed the Future Parking Needs Analysis for the City of Stuart which took place over ten months. The study made 17 recommendations broken down into an immediate, mid or long-term timeframe.

The study recommends in the mid-term (2-5 years) paid on-street parking in the core downtown areas to replace the time-limited spaces with a system that would generate a parking fund balance. The study estimates a cost of \$8,000-\$10,000 per solar pay station, plus \$5,000-\$10,000 per location for design and setup. There would be no cost justification for a pay by phone platform setup. The study identified SW Osceola between SW St. Lucie Avenue and S. Colorado Avenue as the location to implement

Implementing paid parking in downtown Stuart is a controversial issue with opinions both for and against the idea. If the City moves forward with this approach, these funds could potentially be directed to support the Tram. With implementation of 90-100 spaces at \$1/hour after the startup equipment purchase of \$50,000-\$60,000, the anticipated annual revenue would be \$80,000-\$100,000 per year.

Advertising on Tram and at Shelters

Advertising on the Tram is a potential revenue generator. Other communities have Trams that generate revenue by advertising for businesses on the Tram. The Trams are limited in the available space that could be utilized by marketing materials. Further investigation into the costs and how to provide advertising space on the vehicle through retrofitting would be needed. The use of advertising on the Tram would be one tool in the toolbox, and could supplement other dedicated funding sources. Advertising at Tram shelters is also another potential revenue generator.

Urbanized Area Formula Program Grant Section 5307

The Federal Transit Administration (FTA) Urbanized Area Formula Program Grant (49 U.S.C. Chapter 53, Section 5307) makes Federal resources available to urbanized areas for transit capital and operation assistance and transportation related planning in urbanized areas. Funds are apportioned for the Port St. Lucie Urbanized Area and the allocation is based on a combination of bus revenue vehicle miles, bus passenger miles, population and population density. The allocations to the designated recipients Martin County and St. Lucie County are provided through a split letter.

Recipients of these FTA funds must meet strict federal certification requirements. These requirements include but are not limited to maintenance, procurement, public participation, as well as Nation Transit Database (NTD) monthly annual and safety and security reporting per FTA Circular C 9030.1E.

In September 2018 the Florida Department of Transportation (FDOT) produced a report titled *Trolleys, Shuttles, and Community Buses in South Florida: Providing Transit Service to a Special Segment of the Population*. The report notes that Broward County Transit (BCT) receives FTA 5307 and 5339 funding based on cities' submission of data to NTD. In turn, BCT purchases buses for the cities with the funding, however, some of the cities do not use BCT owned buses, they use buses owned by a contractor. In this case, they receive funding from BCT over a 5-year period for the cost of the vehicle to apply to payments to the contractor. Cutler Bay, in Miami Dade County, pays Miami Dade Transit (MDT) to operate their circular service and this route data is included with other MDT operated routes in the NTD. The report also notes that the main reason many agencies in South Florida do not report to NTD is that the increase in funding is not worth the extra time and effort to dedicate to the data collection and reporting to NTD.

Per FTA Region VI, to qualify for Section 5307 funding, the vehicles need to be Altoona tested, ADA accessible and comply with Buy America. At this time the Tram vehicles have not been tested at the Larson Transportation Institute's Bus Research and Testing Center. The Center is located in Altoona, Pennsylvania and was established in 1989 with funding provided by the Federal Transit Administration. The Center tests buses for maintainability, reliability, safety, performance, structural integrity and durability, fuel/energy economy, noise, and emissions.

Due to the strict federal reporting and compliance required, this opportunity for funding for the Tram would require further discussion and coordination with the County and may not be viable for the City.

Charging a Fare

Charging customers a fare would take away from the appeal of the Tram as a tool to alleviate congestion and provide economic development. At this time this study is in agreement with the City and does not believe this approach would be beneficial to the Tram service or community at large.

Public/Private Partnerships/Privatization

Some of the other communities in Florida have private or public/private Tram services. Stuart has made the investment in the Trams and with that is able to direct the Trams as needed by the City's partners which fosters community and economic development. With other entities running the Trams, the long-term commitment and reliability of the services would need to be contractually enforced.

Currently in Miami-Dade and Monroe Counties, public/private partnerships have been developed between local municipalities and Freebee, a company providing municipalities with an app-based transportation service. Each Freebee partnership is customized to the needs of the municipality. Freebee provides the electric vehicles for on-demand door-to-door service within a specified zone during predetermined hours. The rides are requested through the app and are free. The vehicles are ADA accessible and a dispatch number is available for those that cannot access the app. Municipalities can also approve advertising and branding on the vehicles with the

proceeds split with Freebee. Currently in Coral Gables, Freebee is providing service with five vehicles operating every day, 12 hours per day, at an annual cost of \$486,000. In Pinecrest, Freebee is operating with two vehicles, 60 hours per week (Monday-Friday), and one vehicle for 12 hours (Saturday) at an annual cost of \$196,000.

Emerging Technology

Autonomous Shuttles

Autonomous shuttle technology is evolving. Florida communities are leaders in the nation. In December 2017, the Gainesville City Commission approved City Manager Anthony Lyons to execute a contract with Transdev Services for up to \$2.7 million, which will be entirely funded by the Florida Department of Transportation. The funds would pay for a three-year pilot program for a self-driving Regional Transit Systems shuttle to transport up to 12 people for free through downtown Gainesville at a speed of up to 25 mph.



Gainesville Mobility shuttle

Source: <https://www.gainesville.com/news/20180503/self-driving-shuttle-hits-streets>

The Hillsborough MPO sponsored an Autonomous Transit Feasibility Study to look at implementing self-driving transit shuttles on the University of South Florida campus. The study stated the next steps would be to fund a 12-month demonstration project with two autonomous campus shuttles at a cost of \$700,000. Potential funding sources they are looking at include FTA Automation Research Funds, foundation grants and FDOT funds.

Other driverless shuttle services that have been or are being tested in the U.S. include the following:

- » **Las Vegas:** Operated from November 2017 to October 2018 as the "Hop On" pilot project. Partners included the City of Las Vegas, the Regional Transportation Commission of Southern Nevada, AAA, and Keolis North America (the operator). Carried 32,827 riders, operated for 1,515 hours, and served three stops. No fare was charged.
- » **Ann Arbor:** MCity shuttle has operated on the University of Michigan's North Campus since June 2018. Uses two 11-passenger electric shuttles from NAVYA on one-mile route with two stops. "Safety conductor" on board during pilot project. No fare is charged.

- » **Austin:** Year-long pilot effort was scheduled to commence in 2018. Partners include Capital Metro, the City of Austin, and RATP Dev USA. Vehicles can carry up to 15 people. Vehicles will carry a "customer service attendant." No fare will be charged.

**Las Vegas Driverless Shuttle**

Source:

<https://www.latimes.com/resizer/mZLLbrN3Nhak0aWklvnYnYQas1o=/415x0/www.trbimg.com/img-5a45ca16/turbine/la-1514523153-7s0q8tk7ci-snap-image>

**MCity Driverless Shuttle**

Source: [https://mcity.umich.edu/wp-](https://mcity.umich.edu/wp-content/uploads/2018/05/MCityShuttle1810-300x200.jpg)

[content/uploads/2018/05/MCityShuttle1810-300x200.jpg](https://mcity.umich.edu/wp-content/uploads/2018/05/MCityShuttle1810-300x200.jpg)

**Austin Driverless Shuttle**

Source: [https://communityimpact.com/wp-](https://communityimpact.com/wp-content/uploads/2018/06/IMG_1836.jpg)
[content/uploads/2018/06/IMG_1836.jpg](https://communityimpact.com/wp-content/uploads/2018/06/IMG_1836.jpg)

Another concept still under development is the "transit pod" (or ultra-compact electric car) transit service. It typically features small, enclosed vehicles that seat one to two people and would be used for short trips (like those made on e-scooters). The pods could be reserved as in car-sharing programs. Two to three pods could be parked in a single standard parking space, and pods could have three or four wheels. The operating restrictions that apply to the pods would depend on their top speed, weight, and number of wheels.

Companies currently building or testing transit pods include Lime, Renault (<https://www.renault.co.uk/vehicles/new-vehicles/twizy.html>), Arcimoto (<https://www.arcimoto.com/vehicle/>), and Electra Meccanica (<https://electrameccanica.com/solo/>). Ford experimented with the concept in the 2000s as part of its TH!NK program.



Example Transit Pod Vehicle

Source: <https://www.renault.co.uk/vehicles/new-vehicles/twizy.html>

SECTION IV. TRANSPORTATION NETWORK COMPANIES (TNCs)

Existing Conditions

A Transportation Network Company (TNC) is a company that uses an online-enabled platform to connect passengers with drivers using their personal, non-commercial vehicles. Uber and Lyft are the most widely known in Florida.

Lyft

Stuart is part of Lyft's Port St. Lucie coverage area. Lyft drivers must be located in the coverage area in order to receive ride requests. Riders can be dropped off up to 100 miles outside of the coverage area. Lyft's high-end services (Lyft Lux, Lux Black, and Lux Black XL) are available in the Port St. Lucie coverage area.

Lyft provides on its web site general policies and expectations for how drivers are to provide trips. Specific queuing policies have been established for airport and "hot spot" locations. The nearest international airport at which Lyft is available is Palm Beach International Airport, which is approximately 40 miles from Stuart. Walt Disney World is the only designated hot spot in Florida.

Uber

Martin County is at the north end of Uber's Miami & South Florida coverage area. (Port St. Lucie is part of Uber's Central Atlantic Coast, FL, service area.) No "hot spots" are identified in Martin County; the nearest is downtown West Palm Beach. Uber serves Palm Beach International Airport, Ft. Lauderdale International Airport, and Miami International Airport. Specific queuing policies are in effect at the airports; these are specified on Uber's web site.

Most rides can be scheduled between 30 minutes and 30 days in advance. Airport pickups cannot be scheduled in advance. UberPool (shared rides), UberX (standard rides), UberXL (standard rides for large groups), Lux (luxury vehicle rides), and LuxSUV (luxury vehicle rides for large groups) are available in Stuart.

Uber drivers have access, via the Uber driver app, to information showing the areas with the highest demand for trips. These areas might be areas where "surge" pricing is in effect. What this means is that the driver app will almost always tell drivers that their highest revenue potential is in places like downtown West Palm Beach, so that is where drivers will tend to stay. If the driver app were to tell drivers that a given large special event in Stuart is a "hot spot," the availability of drivers in Stuart might spike in conjunction with that event.

TNC Usage Data

TNCs have not tended to share usage data except where local regulations require such reporting (e.g., New York City), though some researchers have established data-sharing partnerships with TNCs. Other researchers have developed usage estimates by downloading driver availability information from TNC apps over a period of time or dispatching research team members to use the TNCs.

In September 2018, however, Ford, Uber, and Lyft announced that they would participate in the SharedStreets initiative (<http://sharedstreets.io/>). SharedStreets is a platform for sharing transportation data. The TNCs will

contribute speed data and curbside pick-up/drop-off data. Pilot analyses are currently underway; nothing that covers Martin County has been implemented to date.

TNC/TRAM Planning Considerations

The following observations were taken from TCRP Report 195: *Broadening Understanding of Interplay Among Public Transit, Shared Mobility, and Personal Automobiles*:

- » TNCs tend to be most heavily used during evening hours and on weekends. These time periods tend to coincide with the peak hours of entertainment and recreational uses and with special events.
- » The typical length of a TNC trip is 2-4 miles.
- » TNC trips are more likely in downtowns and denser areas.
- » TNCs tend to be used more for occasional trips (like travel to a special event) than for routine trips (like commuting).
- » TNC users have indicated in surveys that they tend to choose TNCs over public transit when transit wait times and transit travel times are long.
- » TNC trips occur in communities of all socioeconomic levels.
- » Designating specific areas for TNC pickups and dropoffs can make transfers between transit and TNCs easier and can keep TNCs from blocking bicycle lanes and loading areas and similar.
- » Designated TNC pickup/dropoff areas with short time restrictions might create a situation in which TNC drivers drive around while waiting for trips, contributing to traffic congestion.

A 2018 study by Schaller Consulting found that 70% of TNC trips in the U.S. in 2017 were concentrated in nine dense metropolitan areas. These areas are Boston, Chicago, Los Angeles, Miami, New York City, Philadelphia, San Francisco, Seattle, and Washington, D.C. The report concluded that TNCs in these areas compete more with public transit, walking, and biking than with driving. In areas where public transit service is not as plentiful, however, TNCs can supplement the transit service that is provided and also increase travel options for disabled travelers. In some areas, TNC trips are subsidized by transit agencies because the subsidy is lower than the cost of the transit agency providing the trip.

TNC Utilization Potential

TNC usage data for areas comparable to Stuart in demographics are not currently available. Two methods have been used to estimate potential TNC usage in Stuart.

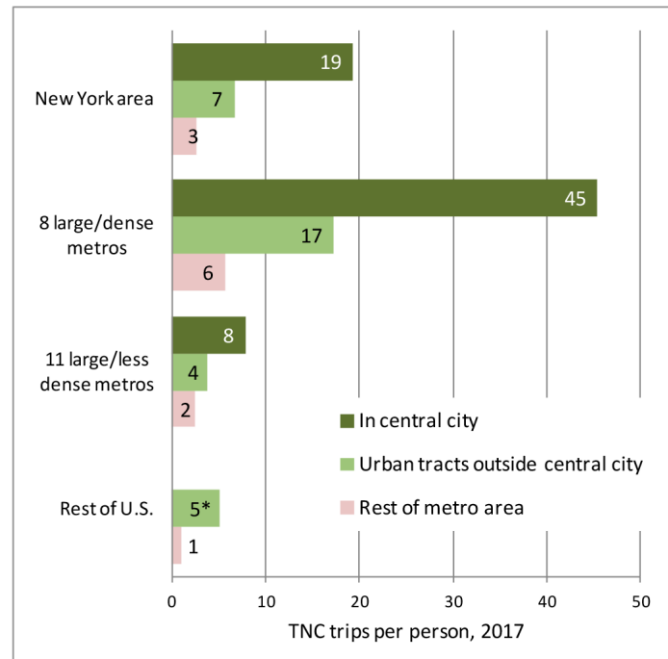
Method 1

From a 2018 Washington Metropolitan Area Transit Authority study, daily TNC trips per capita from the largest metropolitan areas in the U.S. range from 0.07 to 0.28 (with an average of 0.17). Stuart is not as dense as the U.S.'s largest metropolitan areas, so, if the lowest rate (0.07) is applied to the 2010 Census-reported population of Stuart (15,593), it results in an estimated 1,156 daily TNC trips in Stuart. If TNCs are used primarily to travel to and from entertainment, recreation, and special events in Stuart, the estimate could be considered a conservative estimate of potential TNC trips associated with a large special event in Stuart. The estimate could also be expressed as 578 daily TNC riders, if each rider is assumed to make trips to and from the large special event.

Method 2

A 2018 report by Schaller Consulting derived annual TNC trips per person for four categories of metropolitan area sizes. These rates are shown in the figure below. Stuart (and Martin County) fall within the "Rest of U.S." category. If that category's "Rest of metro area" rate of 1 annual TNC trip per person is applied to the 2010 Census-reported population of Stuart (15,593), the result is 15,593 annual TNC trips, or 44 TNC trips per day on average.

Figure 12. Rate of TNCs Trips per Person



* In Rest of U.S., the 5 trips per person is for all urban-density census tracts (over 4,000 persons per square mile) and the 1 trip per person figure is for all suburban/rural tracts.

TNC Annual Trip Rates

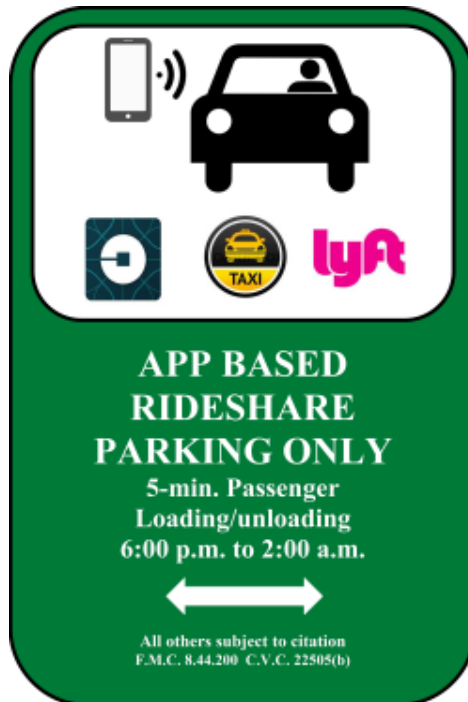
Source: Schaller Consulting. *The New Automobility: Lyft, Uber and the Future of American Cities*. Brooklyn, New York, July 25, 2018.

Designated Rideshare Parking

The Walker Parking Study recommends repurposing a few of the parallel parking spaces in the downtown core for passenger pickup and passenger drop off spaces. The City is currently working with established ride-share providers like Uber and Lyft to consider designated ride hail pick-up and drop-off areas within Stuart. The City is considering a location near the Tram stop at Haney Circle, which is at the intersection of S. Colorado Avenue and SE Osceola Street in the Stuart Downtown Area in front of Duffy's Sport Grill Restaurant. The City will be considering other spots in the future.



Figure 13. The City's proposed signage for the designated space



SECTION V. INFRASTRUCTURE

Infrastructure

Providing a designated bus stop boarding and alighting (B&A) area benefits all transit users, especially mobility aid (wheelchair and scooter) users, who will have less difficulty boarding and alighting when there is a firm, stable, and slip-resistant area to operate their mobility aid. *FDOT's Accessing Transit: Design Handbook for Florida Bus Passenger Facilities* states that the minimum requirements for a bus stop on a state roadway are a bus stop sign and B&A area that provides a well-drained, non-slippery surface with adequate space for passenger movement on and off buses. While not required, an area the length of the bus for transit purposes provides a comfortable waiting, alighting, and boarding area for both front and rear doors and improves the transit agency's presence and access to transit vehicles. A transit agency should consider providing concrete B&A areas at bus stops if there are water drainage issues or the stop is regularly used by patrons using mobility aids. Although these standards are for larger transit systems on state roadways, the provisions were developed to benefit the ridership and provide guidance on existing standards. The Public Right-of-Way Accessibility Guidelines (PROWAG) provide additional guidance in Section R308 Transit Stops and Transit Shelters.

The following photos are of the current stops. The stops range from a sheltered bench with garbage can, bicycle rack, and Tram information and signage (Sailfish Parking Lot) to a Tram sign with the phone number (6th Street). The locations may also limit the space and amenities. The opportunity to incorporate advertising into the shelter by providing a side wall would be one avenue to generate additional advertising space.



Martin County Courthouse



Martin County Schoolboard



Marty Stop



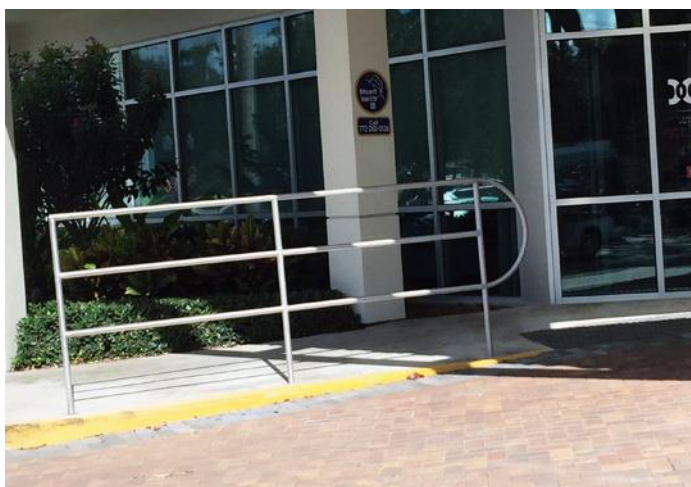
Martin Medical Center



Martin Surgery Center



509 Building



Weissman Cancer Center



Haney Circle



Sailfish Parking Lot



Flagler Park



City Hall



Osceola Park-n-Ride



Kiwanis Park



6th Street



Kindred Street Stop (on-call)

Climate Change and Sea Level Rise

The impacts of sea level rise and climate change have already affected communities across the nation, Florida in particular. Climate change is expected to bring frequent and more intense weather, precipitation, flooding and storm events to the region. These conditions are expected to damage infrastructure, ecosystems and social systems. Transportation infrastructure is particularly vulnerable to sea level rise and climate change.

In planning for the future of the Tram, it is important to take these weather extremes into account and plan accordingly. Using the Southeast Florida Climate Change Regional Compact as a guide, the region can expect to see the following sea level rise scenarios in the coming decades:

- » By 2030, 6 to 10 inches
- » By 2060, 14 to 34 inches
- » By 2100, 31 to 81 inches

As the *Unified Sea Level Rise Projection* suggests, the 2030 predication should be used in designing low risk projects that are easily replaceable with short design lives. The 2060 projection should be used in projects within a short-term planning horizon; and 2100 predictions should be applied for high risk projects, to be built after 2060, that are not easily replaceable or removable and have a long design life (more than 50 years) or critically interdependent with other services and/or infrastructure.

With this in mind, it is recommended that the City consider investing in infrastructure and equipment that can withstand extreme heat, precipitation and storms with the 2060 projection in mind. Mitigation and adaptation to the future effects of climate change and sea level rise can save the City hundreds, if not thousands of dollars in the future and position the City to be responsive to the changes associated with climate change and sea level rise.

SECTION VI. OPPORTUNITIES

Opportunities Identified

Throughout the development of the Business Plan, residents, tourists and staff provided the Team with suggestions and ideas to consider. Many documents were also reviewed that provided input for further review. These are listed below and will require further investigation as the City continues to uphold the vision of the Tram system in the City.

- » The Walker Parking study recommends a special event traffic maintenance plan to direct motorists to preferred parking locations. This would be an excellent opportunity to coordinate signage and information with the Tram.
- » Robust marketing plan.
- » Research benefits and charging capabilities of new batteries.
- » Regular coordination with Marty staff.
- » Potential to collect additional data on Marty riders alighting at the Marty stop at US 1 and Johnson Ave. to determine if the Stuart Tram can facilitate the riders' last mile connection.
- » City staff expressed an interest in autonomous shuttle opportunities.
- » Look into opportunities to pilot new technologies.
- » Develop performance measures.
- » Investigate Tram retrofits needed to support advertising space on the vehicle.
- » Add information to Tram voicemail.
- » Evaluate ridership at regular intervals.
- » Prepare a City of Stuart Bicycle and Pedestrian Plan to evaluate how people move about the City and to look at improvements to encourage complete streets.
- » Evaluate expanding the route to serve the residential areas around the downtown.
- » Evaluate the need for transit service between the downtown and the beach.
- » Shelter improvements.
- » ADA accessibility.

APPENDIX A

Literature Review

Literature Review

Walker Parking Study

Walker Consultants completed a Future Parking Needs Analysis for the City of Stuart which was concluded in September 2018 and took place over ten months.

The final report includes an Executive Summary of the final strategic recommendations. The report also consists of 5 sections (reports/work authorizations). These are: 1) City Commissioner Interviews, 2) Identifying and Establishing the Baseline Parking Inventory, 3) Parking Utilization Observation Report, 4) Community Stakeholder Meetings and 5) Parking Demand Projection and Parking Structure Conceptual Design.

The Executive Summary is a Table of 17 recommendations, intent, justification, cost and term (immediate, mid and long).

The first recommendation is a redesign of the downtown Stuart Tram routes, immediate 12-month term:

Intent: Redesign of the downtown Stuart Tram service to discourage the use of the Tram for on-demand service requests, as well as restrict times for the use of historic downtown sightseeing tours. The Tram should have a fixed route schedule to provide last mile connections from remote parking within the study area.

Justification: Development of an east/west route and a north/south route using designated areas at Haney Circle for pick up and drop off as well as route transfers. Add Tram shelters as necessary to enhance ridership experience from remote locations.

Cost: Costs associated with an evaluation of operational hours and number of cars required to provide fixed route services during peak hours of operation. Use of the existing Haney Circle Tram stop will continue to provide an ideal micro-transit hub for passenger pick up and drop offs. Additional shelters \$1,200 each (8 shelters = \$9,600)

The second recommendation is curbside management, immediate 12-month term:

Intent: Repurpose a few of the parallel parking spaces in the downtown core for passenger pickup and passenger drop off spaces. Ideally, spaces located at SW St. Lucie Avenue and SE Osceola (east of Haney Circle) would provide convenient access for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.

Justification: Creating greater curbside access will greatly improve the downtown visitor experience and ultimately enable more visitors to access downtown without more vehicles.

Cost: \$1,000-\$2,000 per space for design, marketing and implementation costs

The study also recommends in the mid-term, 2-5 years, paid on-street parking in the core downtown areas to replace the time-limited spaces with a system that would generate a parking fund balance for potential use in the development of City-funded parking structure. The estimated cost would be \$8,000-\$10,000 per solar pay station, plus \$5,000-\$10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St. Lucie Avenue and S. Colorado Avenue)

Some examples of other recommendations include bicycle parking, valet parking, and a residential parking program.

The sections of the report included:

1) City Commissioner Interviews

These took place in December 2017. All of the Commissioners believe the Tram should be enhanced with greater coverage and promotion through the mobile app. Commissioners expressed interest in understanding the ridership breakdown by user group. Walker noted the need for public/private partnership opportunities for resident and visitor mobility options.

2) Identifying and Establishing the Baseline Parking Inventory

This section of the report is a comprehensive review of the public and private inventory spaces. The study boundary was expanded from the 2010 Downtown Parking Master Plan. The area was divided into zones due to the size and layout of the area. In total, the study project an inventory of approximately 289 off-street municipal parking spaces, 1,352 on-street parking spaces and 4,016 off-street principal-use parking spaces for commercial, office, retail, government and medical practice needs. The consultants believe many of these principal-use parking spaces may be potentially shared for public parking consumption after business hours, on holidays, and on weekends.

The study notes in zone 1, the 21 municipal off-street parking spaces at the Osceola Park and Ride Lot. Parking is restricted to a 3-hour time limit regulation. The study notes in zone 3, the 67 off-street municipal parking spaces at the Sailfish Circle Park and Ride Lot, parking is not restricted to time limit regulations. The study notes in zone 6 the 82 off-street municipal parking spaces at the Kiwanis Park and Ride Lot. This parking is not restricted by time-limits while overnight parking is not permitted.

The study also noted approximately 222 structured parking spaces at the Royal Palm Financial Center that could potentially be used for public parking consumption after business hours and on weekends.

3) Parking Utilization Observation Report

This is the largest section of the report and includes 17 chapters, looking at the 6 zones and making observations midday weekday, peak evening, and midday weekend and includes detailed maps. The 12 conclusions and recommendations note the need to address the management of several target areas to alleviate perceived demand by time of day and day of week. These include support for a special event traffic maintenance plan to direct motorists to preferred parking locations.

4) Community Stakeholder Meetings

This section of the report is a summary of the strategic recommendations to assist with evaluating the various elements associated with the future parking needs of the City.

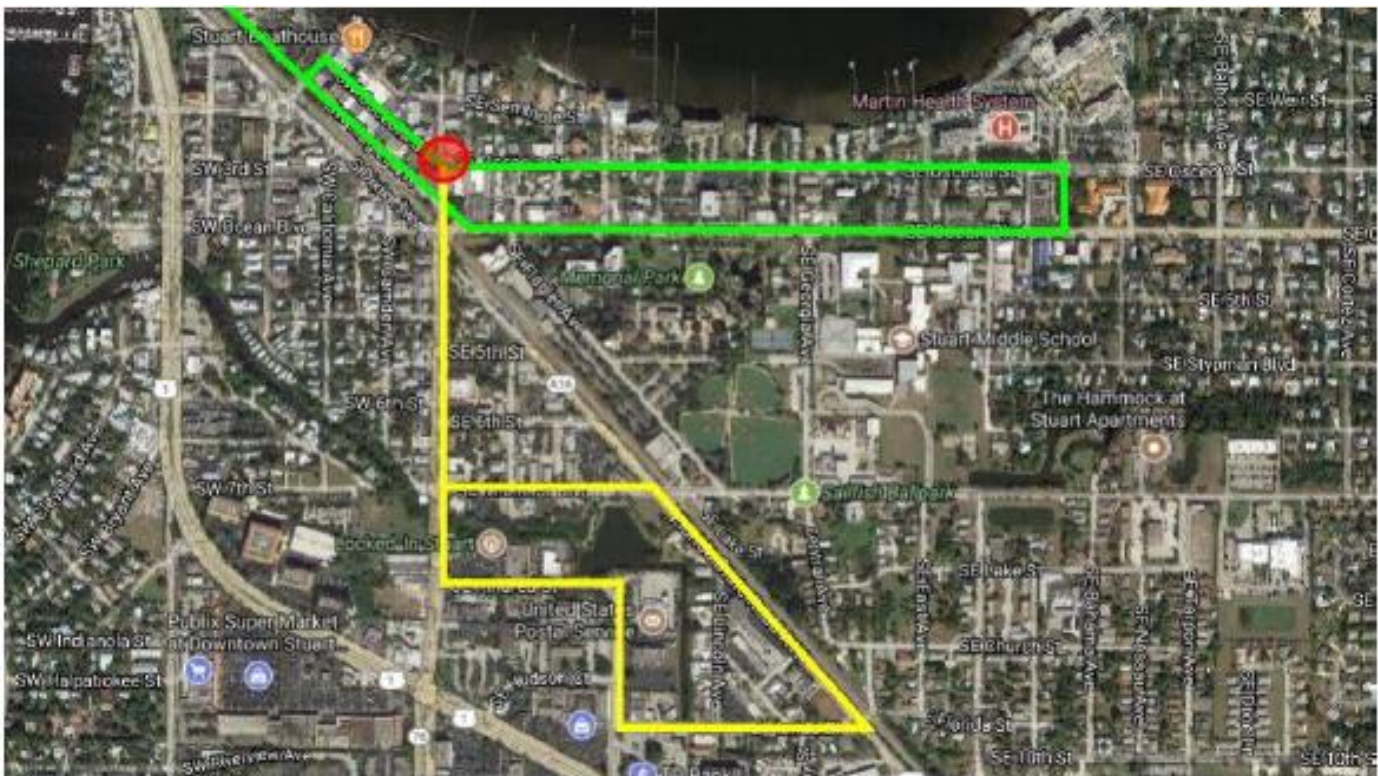
In order to achieve the allocation of long-term visitor parking and employee parking at the perimeter of the downtown, the report recommends a modification of the Tram service routes (see graphic below) with a pre-determined route schedule with realistic route headways and reliable service times, as well as a review of Tram schedule hours to adequately serve employee parking needs.

East/West Tram Route

The east/west route would originate at Haney Circle and proceed east along SE Osceola Street towards the Martin Health System. Using SE Amerigo Avenue as the eastern boundary, the route would then proceed west along SE Ocean Boulevard to Confusion Corner, before heading north along SW Flagler to the western boundary of Flagler Park. The return loop would require the service to proceed east on SW Flagler to Sailfish Circle and SW St. Lucie Avenue, before traveling east along SW Osceola Street to Haney Circle.

North/South Tram Route

The north/south Tram route would originate at Haney Circle and proceed south along South Colorado Avenue to SE Kindred Street. Turning east on SE Kindred and proceeding to SE Johnson Street the route would eventually turn east on East Florida Street and proceed to SE Dixie Highway. The return route to Haney Circle would require a left turn onto SE Martin Luther King Jr. Boulevard and a right turn onto South Colorado Avenue to the Kiwanis Park parking lot before crossing through Confusion Corner to the terminus at Haney Circle. The following exhibit has been provided to show a visual of the two proposed routes. The east/west route is shown in green and the north/south route is shown in yellow. Both routes intersect at the Haney Circle location shown in red.



The study also recommends repurposing a few of the parallel parking spaces in the downtown core for passenger pickup and passenger drop off spaces, specifically, the spaces at Haney Circle and St. Lucie Avenue. Also recommended is reaching out to ride-hailing service providers to recognize this designated pick up and drop off area within the GPS-based mobile app.

5) Parking Demand Projection and Parking Structure Conceptual Design

The portion of the report looks at potential future parking demand based on future development of the City Hall site and the Sailfish Ballpark site. Also included is a conceptual design for a parking garage at the Sailfish surface parking lot and the County surface parking lot.

City of Stuart Comprehensive Plan

The City of Stuart Comprehensive Plan (amended October 2017) is a long-range planning document includes goals, objectives, policies, and data pertaining to the following chapters:

- I. Future Land Use Element
- II. Transportation Element
- III. Housing Element
- IV. Infrastructure Element
- V. Conservation Element
- VI. Recreation and Open Space Element
- VII. Intergovernmental Coordination Element
- VIII. Capital Improvements Element and Concurrency Management System
- IX. Coastal Element
- X. Public School Facilities Element
- XI. Economic Development Element

While the Comprehensive Plan does not directly refer to the Downtown Tram, it does include references to trolley and shuttle service, and many of the goals, objectives, and policies (GOPs) included in the Plan are relevant to the goals and impacts of services such as the Downtown Tram. Relevant GOPs are identified in the table below. Tram expansion and investment decision-making should occur in the context of these GOPs.

Element	GOP	Relevance
Future Land Use	Goal Statement A	Iterates the city's desire to maintain high quality of life, small-town character, and hub status. <i>The Downtown Tram contributes to all three states; it helps create a "sense of place."</i>
Future Land Use	Policy A8.1	Promotes [within the CRA] a pedestrian-oriented land use pattern that supports infill and transit-oriented development and discourages large parking areas. <i>The Downtown Tram supports use of remote parking lots and promotes a transit culture.</i>
Future Land Use	Goal Statement C	States that the purpose of the CRA is to "maintain and strengthen the beauty, economic viability, cultural resources and social importance of the area." <i>The Downtown Tram supports economic vitality, cultural attractions, and social events by providing access to and circulation for downtown Stuart activities.</i>

Future Land Use	Objective C1	Requires the City to provide for CRA parking, locate parking lots where they do not dominate the area, and encourage car-less travel. <i>The Downtown Tram supports use of remote parking lots and promotes a transit culture.</i>
Future Land Use	Objective C3	Identifies pedestrian mobility as a tool for revitalizing the CRA and promoting waterfront access and acknowledges ferries and water taxis as potential transportation modes. <i>The Downtown Tram complements pedestrian mobility by extending pedestrians' ability to reach destinations within the CRA. The Downtown Tram provides an additional mode of access and circulation along the waterfront.</i>
Future Land Use	Policy F1.4	Discourages construction of large parking lots in favor of smaller, scattered parking lots. <i>The Downtown Tram supports use of remote parking lots.</i>
Transportation	Goal Statement A	Requires a transportation system (including non-auto modes) that is safe and efficient and provides "optimum access" to major activity centers. <i>The Downtown Tram provides access to a major activity center and could be expanded to serve additional major activity centers. It provides connections to other transit services.</i>
Transportation	Objective 6	States that the City will pursue grant funding to support multimodal transportation and development of downtown Stuart as a transportation hub. <i>The Downtown Tram provides for access to and circulation within downtown Stuart. It provides connections to other transit services.</i>
Transportation	Objective 7	Describes options for and commitments to funding multimodal transportation [in the CRA]. <i>The Downtown Tram currently relies on FDOT funding.</i>
Transportation	Objective 10	Requires the City to encourage multimodal transportation and development of downtown Stuart as a hub. <i>The Downtown Tram provides for access to and circulation within downtown Stuart. It provides connections to other transit services.</i>
Transportation	Objective 16	Requires the City to prepare a master parking plan. <i>The Downtown Tram supports use of remote parking lots as well as circulation within downtown Stuart. Thus, it is a component of a parking plan.</i>
Housing	Goal Statement C	States that the East Stuart overlay is intended to promote affordable housing and economic development in East Stuart by means such as creation of an accessible and connected neighborhood. <i>A service like the Downtown Tram would improve accessibility to and connectivity within East Stuart.</i>
Conservation	Policy A7.1	Requires consideration of low-emission transportation modes in plan development and project reviews. <i>The Downtown Tram fleet is almost entirely electric vehicles.</i>
Recreation and Open Space	Objective A2	Requires the City to promote public transportation access to recreational sites. <i>The Downtown Tram currently serves recreational sites; expanded Tram service could serve additional recreational sites.</i>
Intergovernmental Coordination	Policy A2.6	Requires the City to coordinate with Martin County, St. Lucie County, and nearby cities to encourage development of transit services. <i>The Downtown Tram currently provides connections to other transit services.</i>
Capital Improvements Element	Goal Statement A	Iterates the City's desire to maintain and enhance the city's quality of life, aesthetics, small-town waterfront character, stable neighborhoods, and Martin County hub status. <i>The Downtown Tram contributes to all five states; it helps create a "sense of place."</i>

Economic Development	Policy A1.7	Directs the City to coordinate investments in transportation and other infrastructure/facilities with economic development opportunities, to encourage multimodal transportation, and to promote tourism. <i>The Downtown Tram promotes access to attractions, events, and jobs.</i>
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The Future Land Use Map (FLUM) indicates that the portion of the CRA in downtown Stuart mostly comprises land categorized as Downtown Redevelopment, East Stuart (a land use category as well as a community), and Public. It also includes a moderate number of tracts designated as Recreation and a small number of tracts designated as Office/Residential, Multi-Family Residential, and Low-Density Residential. The portion of the CRA north of the St. Lucie River is mostly Downtown Redevelopment with a moderate amount of Neighborhood/Special District tracts and a small amount of Conservation, Commercial, and Marine/Industrial tracts. The land uses allowed within these land use categories are summarized in the table below. Tracts within the CRA are typically allowed to develop at higher intensities than tracts located outside the CRA.

Future Land Use Category	Allowed Uses
Commercial	Retail sales, service establishments, businesses, offices, shopping centers, financial institutions, restaurants, entertainment, temporary lodging such as hotels and motels, limited multi-family residential, limited indoor industrial uses, mixed-use projects, public facilities, and electrical substations
Conservation	Passive recreation and non-conflicting public facilities and utilities
Downtown Redevelopment	Low-density residential, multi-family residential, office, commercial, recreation, lodging, public facilities, conservation, mixed-use projects, and electrical substations
East Stuart	Low-density residential, multi-family residential, office, commercial, recreation, mixed-use, public facilities, and electrical substations
Low-Density Residential	Residential development and congregate living facilities with 1-2 dwelling units per building, as well as public facilities, churches, day care centers, schools, and electrical substations
Marine/Industrial	Industrial/marine uses, multi-family residential, commercial, office, lodging, marinas, civic, mixed-use, public facilities, and utilities
Multi-Family Residential	Residential development with 1-3+ dwelling units per building, as well as public facilities, churches, day care centers, schools, electrical substations, communications towers, and limited commercial uses
Neighborhood/Special District	Mixed-use residential, commercial, and recreation, as well as public facilities and electrical substations
Office/Residential	Offices, residential (mixed-use), commercial, public facilities, and electrical substations
Public	Schools; government offices; recreation; communications towers; utilities; historic structures; City-sponsored economic development and redevelopment projects; vending/entertainment uses that support parks, plazas, community centers, and festivals/events; all uses permitted under Recreation and Conservation; and electrical substations
Recreation	Land and facilities for active and passive recreation, including parks, golf courses, spectator sport facilities, open space, vending/entertainment uses that support the primary recreational use, communications towers, all uses permitted under Conservation and Public, and electrical substations

The Public School Facilities Element provides demographic information that is relevant to the Downtown Tram market. The table below reports population trend data and forecasts from the Element.

Year	Stuart Urban Planning Area
2005	18,661
2006	18,875
2007	19,189
2008	19,692
2009	20,334
2010	21,104
2015	23,218
2020	24,332
2025	25,495
% Increase 2005-2025	36.6%

The Public School Facilities Element also states that the median age of the population of Martin County and the City of Stuart is older than the statewide median age. Small increases in minority populations in the County have been occurring since 2000.

2040 Long Range Transportation Plan (LRTP)

Examining several Master Plans and initiatives throughout the Federal, State and Local level, the LRTP reviews existing conditions throughout the County's Transportation network and influences projects included in the 5-year Transportation Improvement Plan (TIP). Examining how the transportation system will evolve over the next 25 years, the MPO set a vision for multimodal transit in Martin County, meant to be a blueprint for coordinated transportation investments. Emphasizing the inclusion of projects that will improve the existing system, the LRTP considers other multimodal improvement opportunities.

The four Goals of the LRTP include:

1. An efficient multimodal transportation system that supports the local economy and maintains the quality of life.
2. A safe multimodal transportation system.
3. Protect the existing transportation system and the natural environment, minimizing adverse community impacts.
4. A transportation system that addresses the needs and concerns of the public.

Public engagement forums found that participants strongly favored improvements to bicycle and pedestrian facilities in Martin County which in turn support transit. Data analysis provided shows the County to see a 30% increase in population and a 24% increase in employment by 2040, with medium population growth expected for the City of Stuart and medium to high employment growth in Downtown Stuart. Transit is expected to increase at a rate of 3% each year for the next 10 years and a large percentage of the population (46%) are transit dependent.

The U.S. 1 Level of Service (LOS) was found deficient, especially at the U.S. 1/Dixie Highway section. It is important to note that a corridor retrofit is in the planning phase for U.S. 1 for the length of the County. Furthermore,

sidewalks are planned along SE Dixie Highway beginning South of Florida Street to North of SE 5th Street, along with bike paths along Dixie and Federal Highways, and a shared use path along Dixie Highway. Transit projects include bus stop improvements, bus acquisition and route re-alignment for the Stuart Route. The Downtown Tram is identified within the Transit Needs portion of the plan with acknowledgement of expansion of the Tram to Johnson Avenue, Martin Memorial Hospital and major employment areas, along with the need to increase the frequency of the Stuart Route which is included in TDP 2014-2023.

One other important project to note is the 3,000-mile East Coast Greenway planned along Dixie Highway, a priority trail which is part of a larger network of trails, identified in the Florida Greenways and Trails System.

Martin County Transit Development Plan (2014-2023)

The Martin County Transit Development (TDP) is a strategic blueprint for public transportation for Martin County through 2023. An extension of the LRTP, the County's TDP covers technical findings, public preferred improvements, future scenarios and a financial analysis. The vision of the TDP is "To enhance the overall quality of life of Martin County residents and workers by providing safe, accessible, reliable, interconnected, and attractive public transportation system that is effective and efficient in meeting their mobility and accessibility needs."

The US 1 Corridor Retrofit project mentioned in the above LRTP is described as a proposed project that would run the length of Martin and St. Lucie counties and include high capacity transit improvements and transit-oriented redevelopment along US 1 which are intended to provide mobility and connectivity throughout the region.

The plan includes 5 goals and 24 objectives. The goals included in the plan are as follows:

1. Transit Service Quality Control
2. Transit Service Efficiency and Effectiveness
3. Transit Ridership
4. Branding, Marketing and Public Awareness
5. Intergovernmental Coordination

Some future investments that could affect the study area include:

- » Bus stop improvements
- » Marketing Plan and Branding
- » Increased frequency on Stuart route (80-minute headway)
- » Bus equipment upgrade (AVL, APC, E-reader, WIFI)
- » Hub and Spoke System which includes two new routes to Palm City and Hutchinson Island
- » A future Amtrak station in Stuart

Without future investments into public transportation and new funding sources, the status quo is most likely to be implemented with some capital improvements, such as the first two bullet points above. At the current model with existing funding streams from State and Federal programs, the MCPT will experience operating and capital budget deficits.

FDOT Service Development Grant

In July 2015, the CRA prepared an FDOT service development grant proposal to seek funding for expanded Tram service. The proposal requests funding for the purchase of two electric Trams to serve new Tram stops, provide additional connections, and increase Tram frequency. The proposal describes the purposes of the Tram system, the history of the Tram system, how the Tram has been operated up to July 2015, how the Tram is to operate if the service is expanded, how Tram service has been improved and expanded since 2006, how Tram service is incorporated in planning documents such as the Downtown Master Parking Plan, how the CRA promotes the Tram system, and how Tram expansion is consistent with the goals of FDOT's service development program.

The proposal identifies the following specific needs to be addressed by Tram expansion:

- » Improving the service's dependability and predictability (through increased frequency and use of technologies such as real-time vehicle tracking)
- » Enhancing connections to the County transit system
- » Serving new stops in downtown Stuart and surrounding areas (including underserved areas and areas containing large employers) so as to improve the accessibility of the service

The expansion budget includes new Trams, operating costs, maintenance costs, and acquisition of automated vehicle location technology. The proposal indicates that ridership reports will be used to monitor the impacts of Tram expansion.

CRA Amended Plan

The CRA Plan was amended in September and October 2017. It is a long-range vision, strategic plan, and financial plan for operation and enhancement of the CRA. The goals of the Plan include the following:

- » Identify available development opportunities.
- » Facilitate economic development and revitalization.
- » Facilitate building forms that complement the city's "small town" feel.
- » Create attractive pedestrian- and bicycle-friendly streets that strongly link neighborhoods.
- » Promote a mix of uses throughout the CRA, especially street-level commercial uses.
- » Coordinate the design and development of Complete Streets with parking in discreet locations. Promote and support transit options.
- » Use outreach and marketing to improve the public's understanding of the CRA and the community.

The CRA vision is to "preserve, unify and enhance the historic character of the City of Stuart CRA while encouraging economic growth and redevelopment." Key observations and findings in the Plan are the following:

- » The Plan notes that "major" redevelopment projects in the CRA are not anticipated to have adverse impacts on traffic circulation in residential portions of the CRA. New development since 2000 has primarily been office, retail, and residential development. There are underdeveloped properties in the CRA. Market conditions suggest there is demand for new multi-family residential development. The rental market is "solid."
- » The main hubs in and near the CRA are:

- Northpoint (marine uses)
 - The hospital
 - The courthouse
 - The historic downtown
 - The commercial and retail uses along US 1
 - Potsdam (light industrial uses)
 - Colorado Avenue (arts and commercial/retail uses)
- » Through 2012, the most common type of household in Stuart was a one-person female household, followed by couples with no children.
 - » The 2009 parking study indicated parking supply deficits in the long term, as downtown development occurs. The study recommended that new parking be provided in strategic locations, well-managed, and not adversely impact the pedestrian environment. The 2017 Future Parking Needs analysis was in progress at the time the Plan was updated.
 - » The redevelopment projects included in the Plan include a new parking garage and new on-street parking; relocation of City Hall; acquisition/consolidation of specific properties; street vacations, reconfigurations, and improvements; sidewalk and streetscape improvements; implementation of a gateway; improved street connectivity; and traffic calming.
 - » The Tram is identified as one of the CRA's accomplishments. The Tram is consistent with the objectives of the CRA Urban Core Improvement Initiative (namely strengthening the connection between parking downtown destinations).
 - » The Plan discusses funding sources and mechanisms available to the CRA.

CRA Annual Report

The 2016 City of Stuart CRA Annual Report provides the following:

- » A summary of CRA financials (including Tram vehicle and shelter expenditures)
- » A summary of Tram accomplishments
 - Annual ridership of 45,000
 - Acquisition of two new Trams
 - Implementation of a new Tram route
 - Receipt of a \$220,000 FDOT grant
 - July 2016 reorganization of the Tram program under the Public Works department
- » Status of street improvement and revitalization projects
- » Status of CRA expansion

Bicycle, Pedestrian and Trails Master Plan

The document examines the existing bicycling and pedestrian environment throughout Martin County, making recommendations for an improved bicycle and pedestrian facilities. The document's goal is to establish a multimodal transportation system that will expand transportation options and improve quality of life for residents throughout the County.

Highlights include:

- » Less than ½ of a percent of the County's population use Public Transportation at 0.3%.
- » Less than ½ of a percent of the County's population use the Bus or Trolley Bus 0.1%.
- » The above figures are less than the Florida average of 2.1% for Public Transportation and 1.9% for Bus or Trolley.
- » Many tracts within Downtown Stuart show more than 40% of the population without a vehicle.
- » Marty Routes 1 and 3 run through Downtown Stuart.
- » Population Density for the County is located mostly in Downtown Stuart. Large portions of the County is rural, with less than 1 person per acre.
- » Median Household Income within the Downtown area is less than \$60,000.
- » Downtown Stuart shows areas where the percentage of Minorities is more than 10% within several block groups.
- » Car-Centric Development impedes multi-modal transit development within the County.

Several maps provide for existing facilities related to bike, pedestrian and traffic, along with maps showing proposed improvements within the study area. One particular map of interest is the *Household with One Vehicle or Less by Block Group Map* which show several tracts within the Downtown Stuart area where more than 20% of the households are without a vehicle.

The plan highlights other regional and/or local plans related to Transportation and Growth Management, including the State's Transportation Plan. Furthermore, the plan identifies several design strategies that are applicable to all transit related development, strategies include:

- » Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- » Project for Public Space (PPS)
- » NACTO Urban Bikeway Design Guide and Urban Street Design Guide
- » FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, March 2016
- » National Complete Streets Coalition (NCSC)

Goals 1 and 3 of the Master Plan encourage connectivity, walkability, livability and an improved non-motorized network for the County, which can be applied to transit. More Specifically Objective 3-b "Build projects that connect bicycle and pedestrian facilities to transit service," support initiatives and investments into transit. The recommendations of the plan include connectivity, mobility and safety improvements throughout the County, including several improvements within Downtown Stuart and a top 10 list for recommended projects. Improvements include midblock crosswalks, a pedestrian bridge, bike box, bike lanes, shared lanes and trail loops.

APPENDIX B

Board/Commission PowerPoints

Stuart Tram MPO Board 12.10.18

City of Stuart Tram/ Transportation Network Company Business Plan

MPO Board Meeting

December 10, 2018

MARTIN
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MARLIN



Contents

- 1 Overview of Scope and Schedule
- 2 Existing Conditions
- 3 Opportunities
- 4 Next Steps
- 5 Feedback



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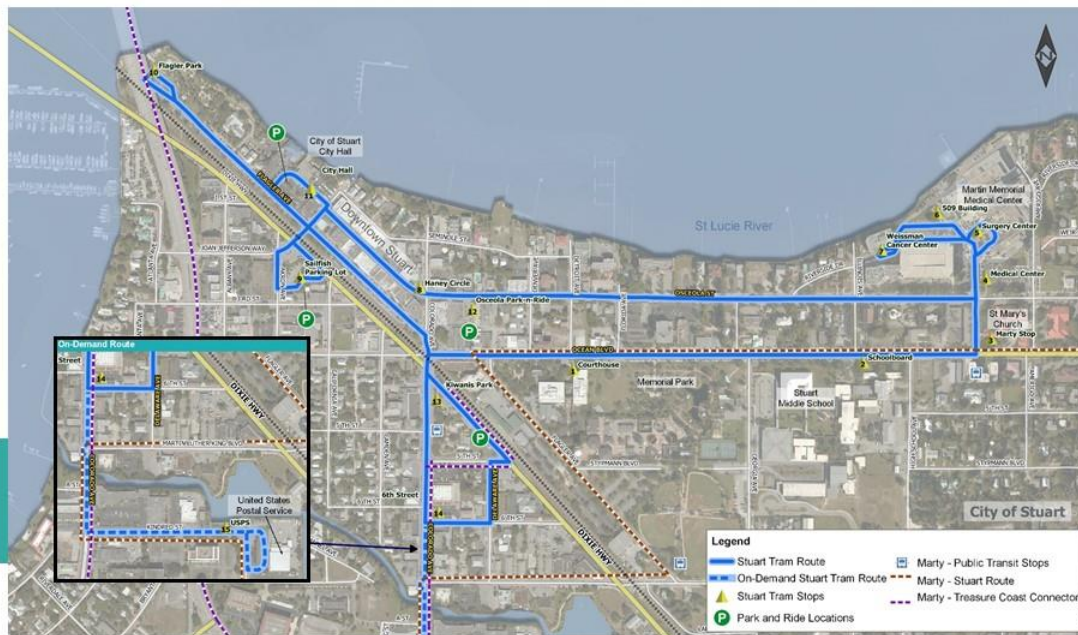
Scope of Project

- Evaluate the current downtown tram system
- Build a **5-year business plan**
 - Coordination
 - Best Practices/ Literature Review
 - Public Outreach
 - Tram Service Analysis
 - Financial Planning

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1.a Kick-Off Meeting Project Management Team						
1.b Project Coordination						
1.c Stakeholder Advisory Committee						
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2.a Review all relevant City Documentation						
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4.g Planning Cost Estimates						
5.0 Financial Planning						
5.a Financing Options						
5.b Summary Report						

Tram Route



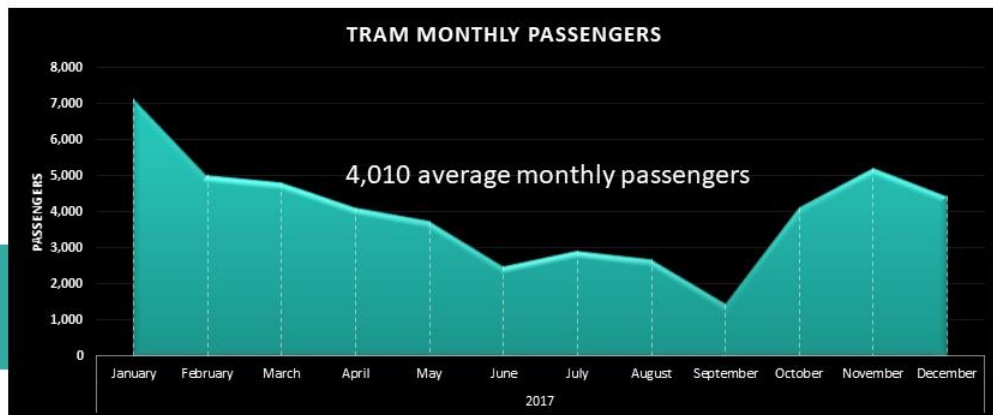
Vehicles

UNIT #	VEHICLE DESCRIPTION	PASSENGER CAPACITY	WHEELCHAIR RAMP	OPERATING SYSTEM	OPERATING VOLTAGE	MILEAGE/ HRS	VEHICLE CONDITION	EXPECTED REMAINING YEARS*
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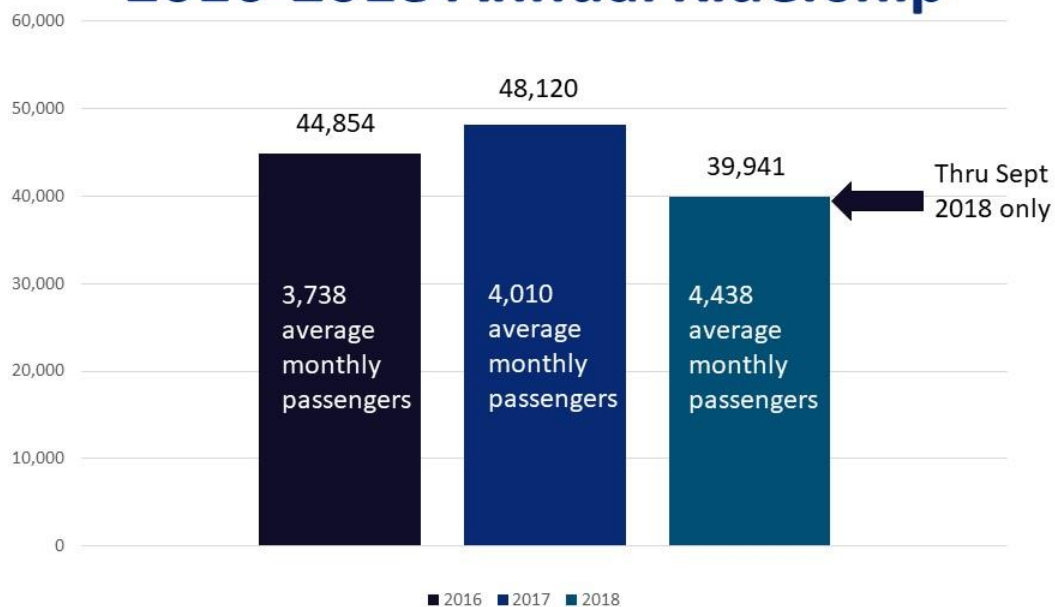
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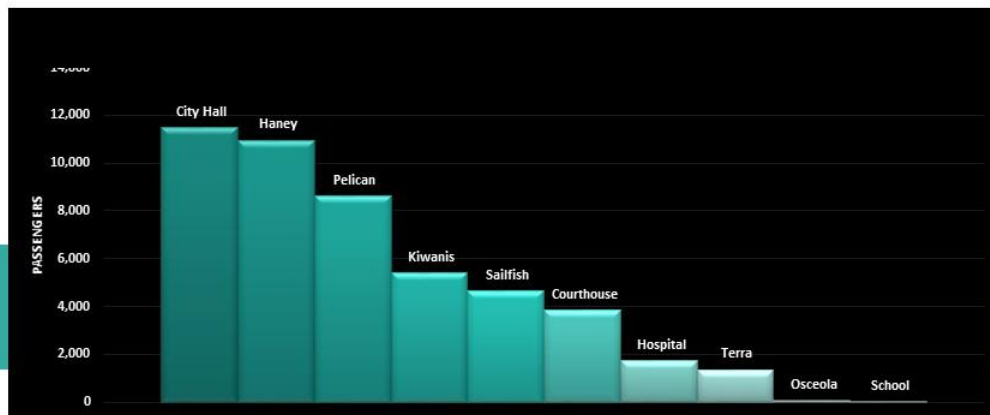
2017 Monthly Ridership



2016-2018 Annual Ridership



2017 Passengers Per Stop



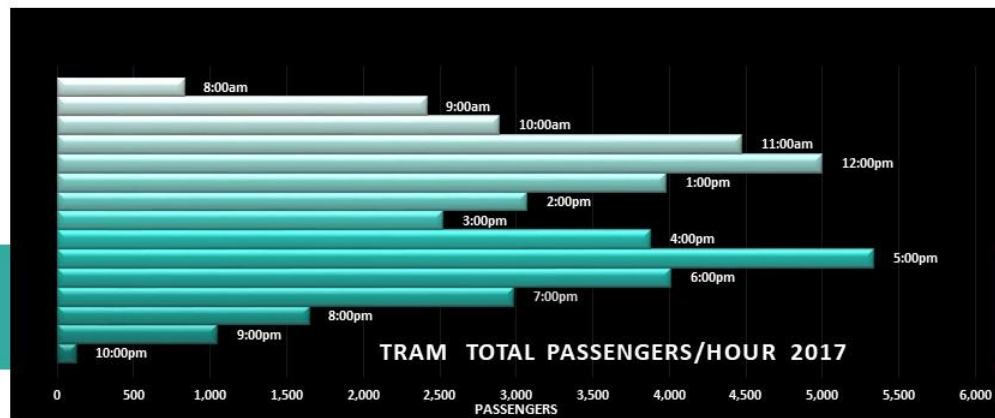
Source: City of Stuart Public Works Department

2017 Ridership



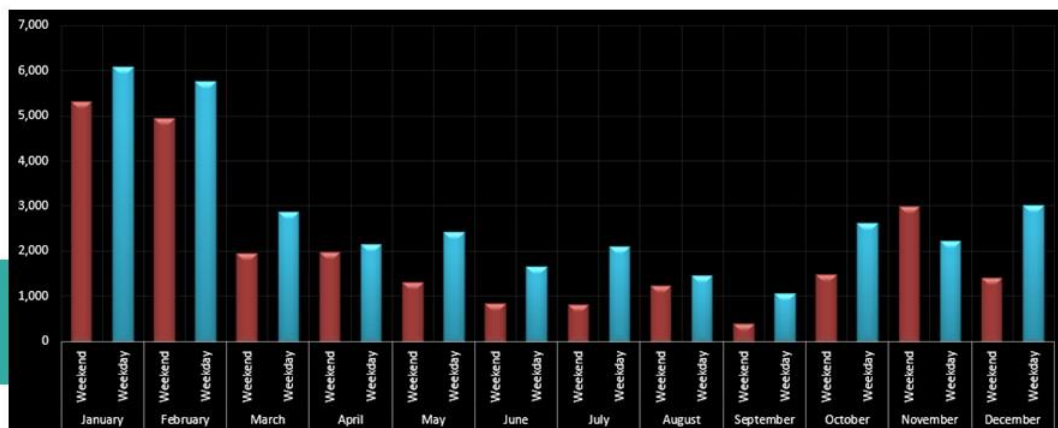
Source: Martin County and City of Stuart Public Works Department

2017 Passengers Per Hour



Source: City of Stuart Public Works Department

2017 Weekday/Weekend Passengers



Source: City of Stuart Public Works Department

Top 10 ridership days in 2017

DATE/EVENT	TOTAL DAY
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Operating Expenses	\$10,864	\$31,093	\$29,805
Capital Outlay	\$29,943	\$0	\$35,000
Total	\$177,689	\$181,372	\$215,769

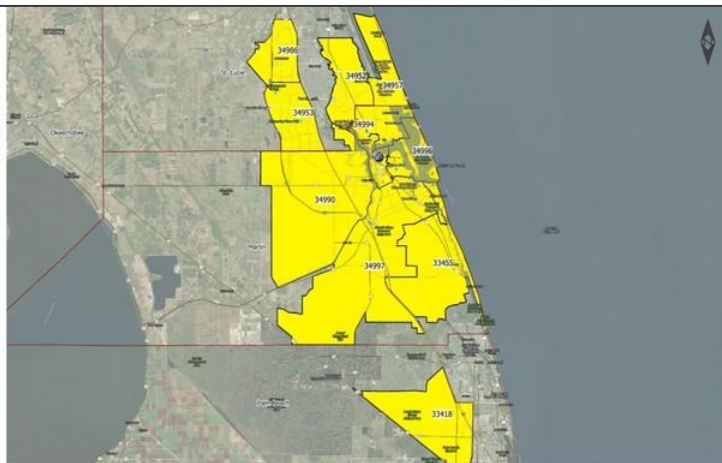
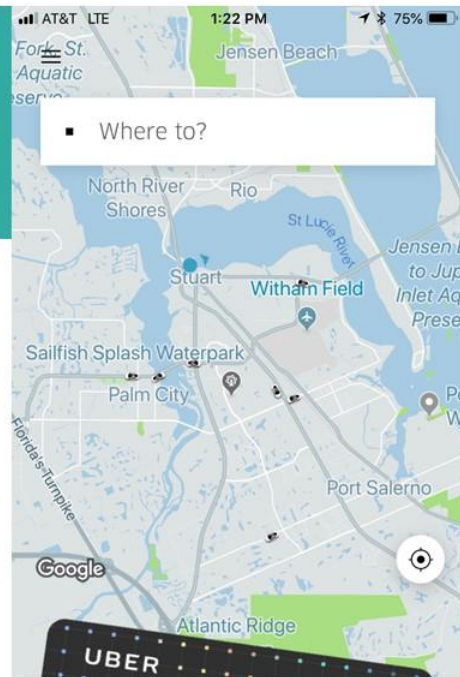
Source: City of Stuart Public Works Department

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Hours/Year	4,420
Total Passengers/Year	48,120
Operating Expense/Hour	\$33.43
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Transportation Network Companies (TNCs)

- TNCs (Uber, Lyft) are available in Stuart
- Site observations suggest low TNC usage in downtown Stuart
- Did not observe circulating TNC drivers or double-parked TNC drivers, which would indicate potential concerns about TNCs contributing to congestion or mis-using parking and curb space



Surveys

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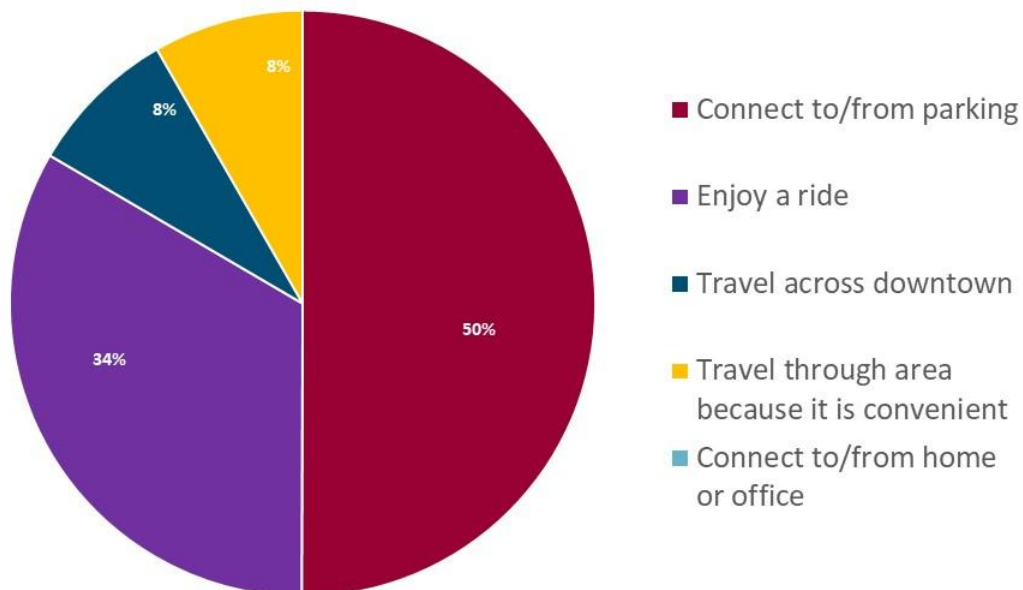
Sunday, October 14, 2018

47 responses

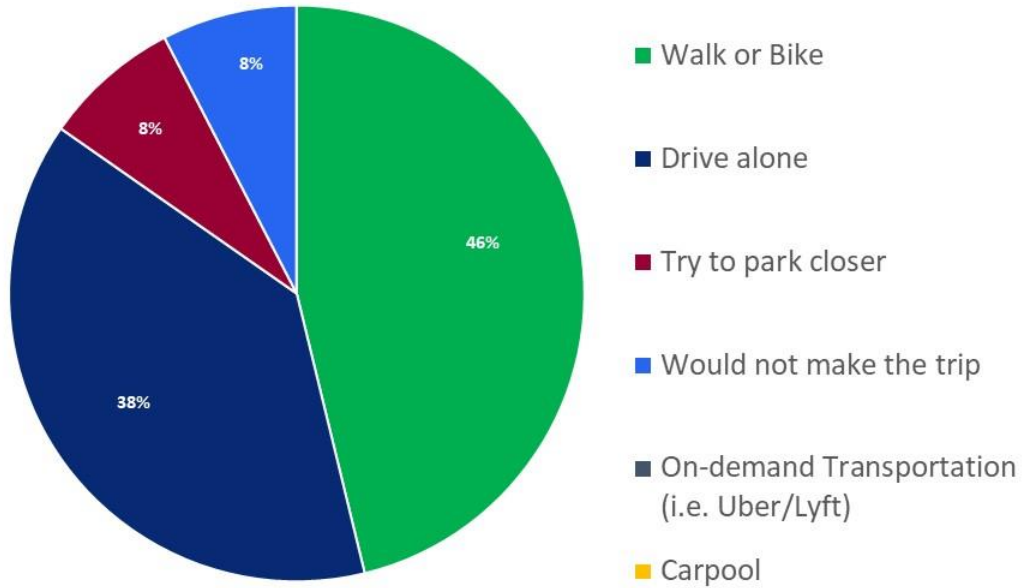
Hear What People Say



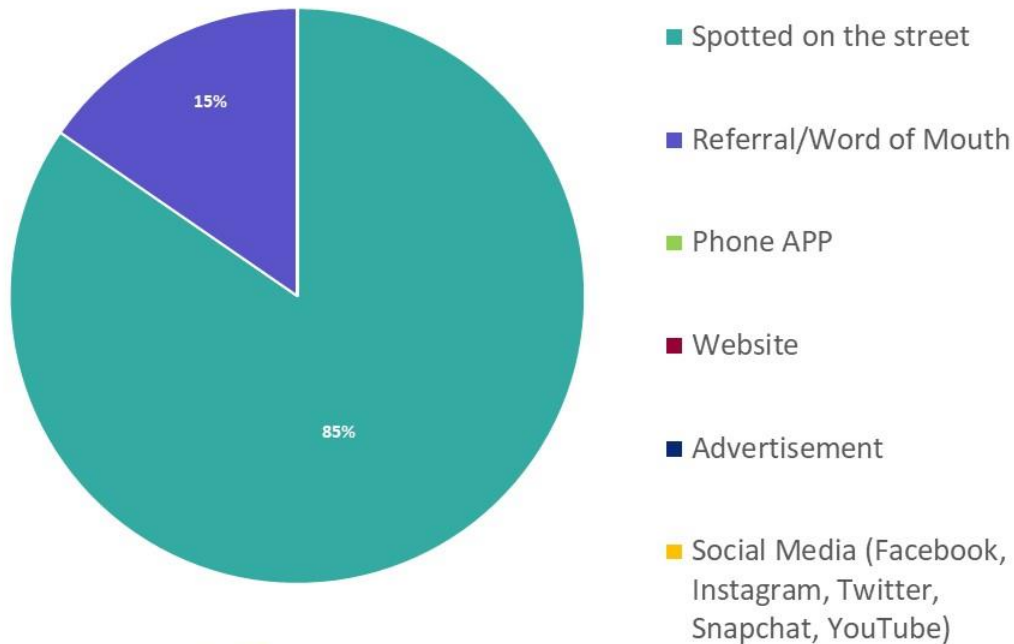
What is the purpose of your ride on the Tram?



If the Stuart Tram were not available, how would you make this trip?



How did you learn about the Stuart Tram?



STEP ON BOARD WITH US!



Downtown Stuart Tram Routes



TRAMS RUN ON A CONTINUOUS ROUTE STOPPING AT EACH ▲ APPROXIMATELY TEN MINUTES APART, THE RED AND BLUE ROUTES BEGIN AT THE TRANSFER POINT OF HANEY CIRCLE

TRAM CONTACT NUMBER: 772-260-0126 or 772-284-3490

DOWNTOWN TRAM SCHEDULE

SUNDAY	9AM-6PM
MONDAY	8AM-8PM
TUESDAY	8AM-8PM
WEDNESDAY	8AM-8PM
THURSDAY	8AM-10PM
FRIDAY	8AM-10PM
SATURDAY	8AM-10PM

Opportunities & Challenges



- **Routes**
 - New routes/scheduling
 - Crossing state roadways
- **Funding**
 - Event fees (Boatshow, etc.)
 - Advertising on Trams
 - Parking fees
 - Privatization
- **Marketing**

Similar Services

COMPANY	CITY	PUBLIC/PRIVATE
The Swoop Ride	Miami Beach	Private
Round the Town	Boca Raton	Private
Freebee	Miami-Dade	Private
The Free Ride	Multiple	Private
Jonny's Original Free Ride	Siesta Key	Private
Downtowner	Multiple	Private
Wilton Drive Shuttle*	Wilton Manors	Public

All shuttle services are free to use

*Limited hours of operation



Next steps

- Build a 5-year and 10-year business plan
- Complete second survey day in season
- Future of TNCs and Impacts
- Infrastructure Needs
- Planning Cost Estimates
- Financing Options

DATE MEETING

February 2019 MPO Advisory Committees

February 2019 City of Stuart Commission

February 2019 MPO Board



THANK YOU

MARTIN
MPO



MARLIN



Stuart Tram City Commission 12.10.18

City of Stuart Tram/ Transportation Network Company Business Plan

City of Stuart Commission Meeting
December 10, 2018

MARTIN
MPO



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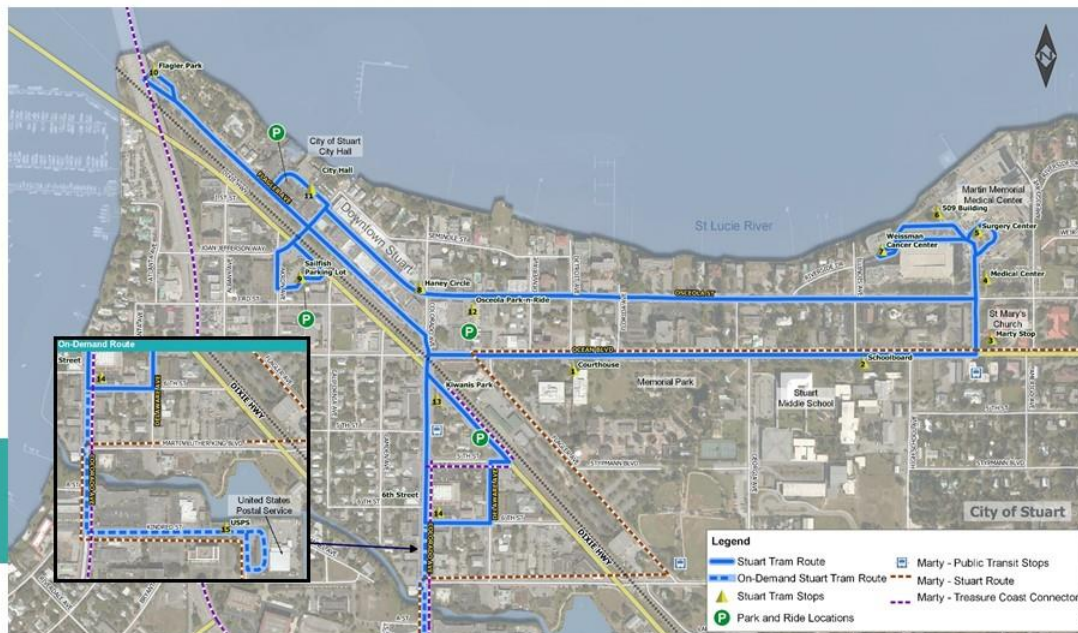
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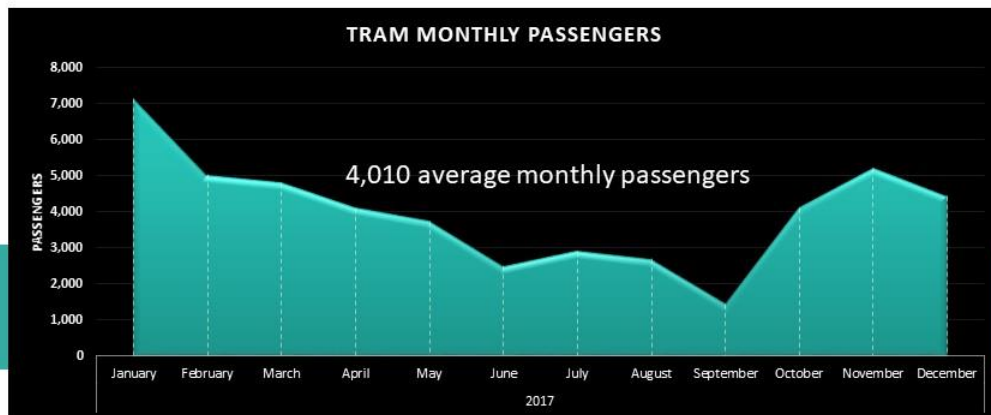
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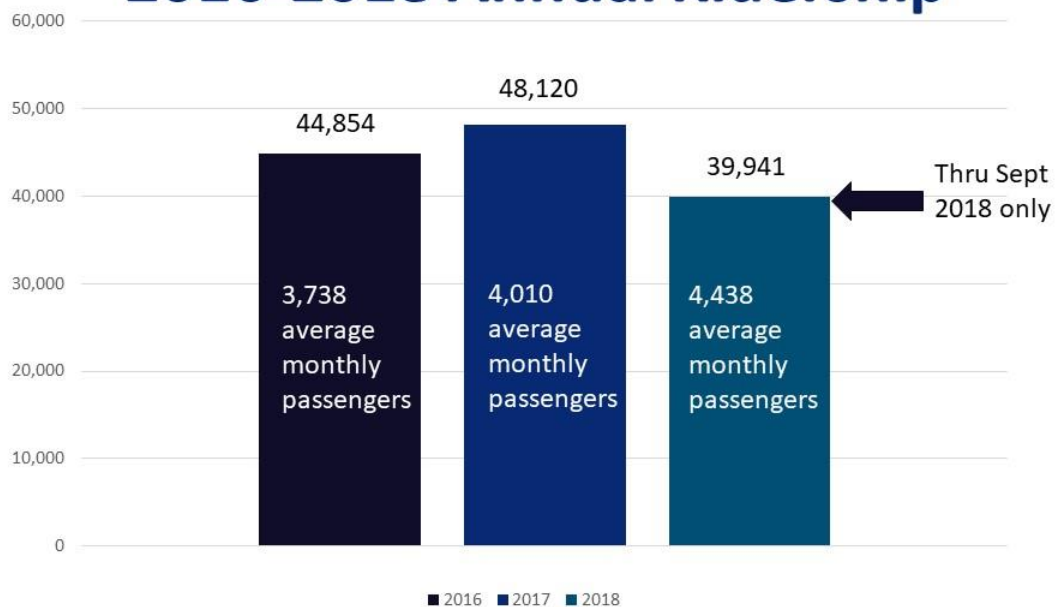
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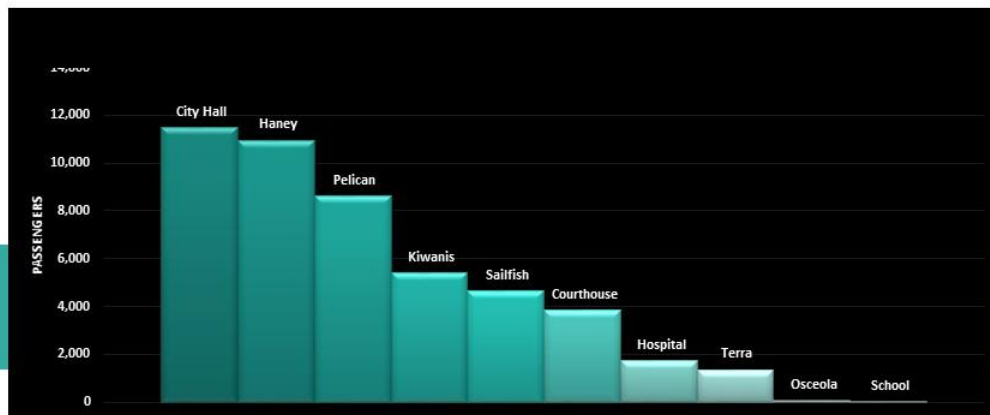
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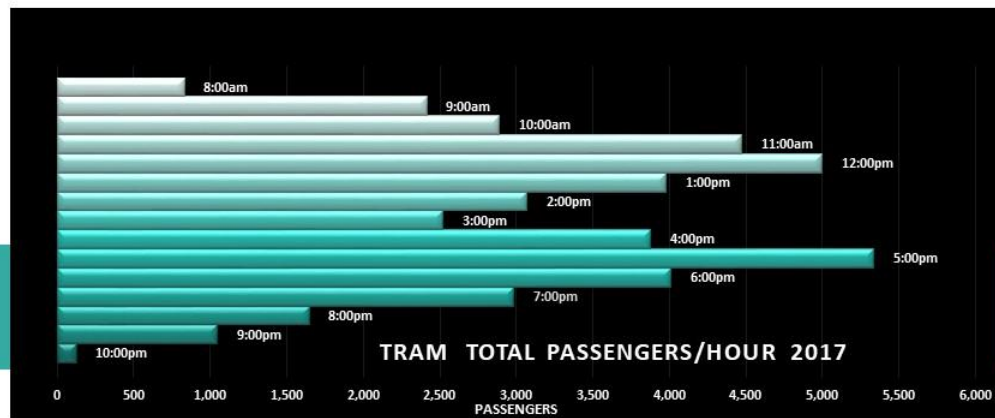
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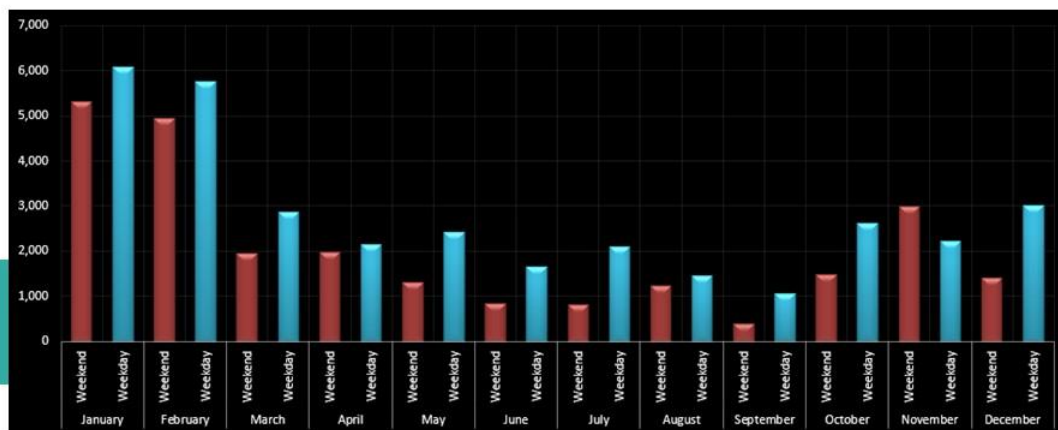
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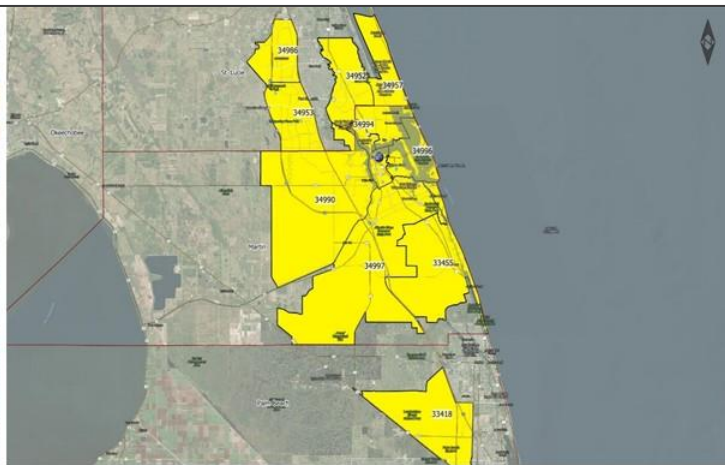
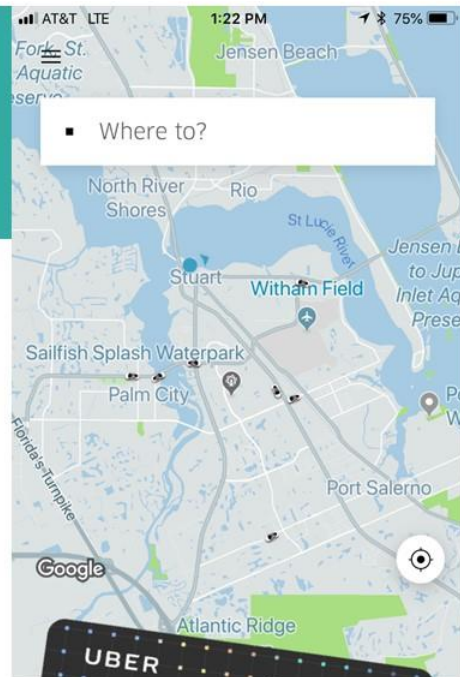
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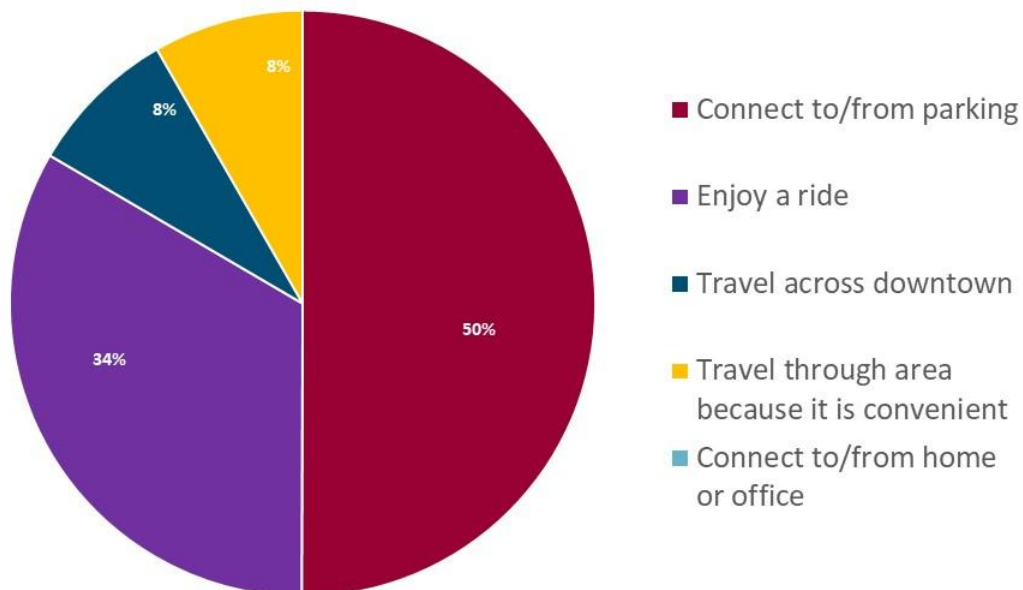
Sunday, October 14, 2018

47 responses

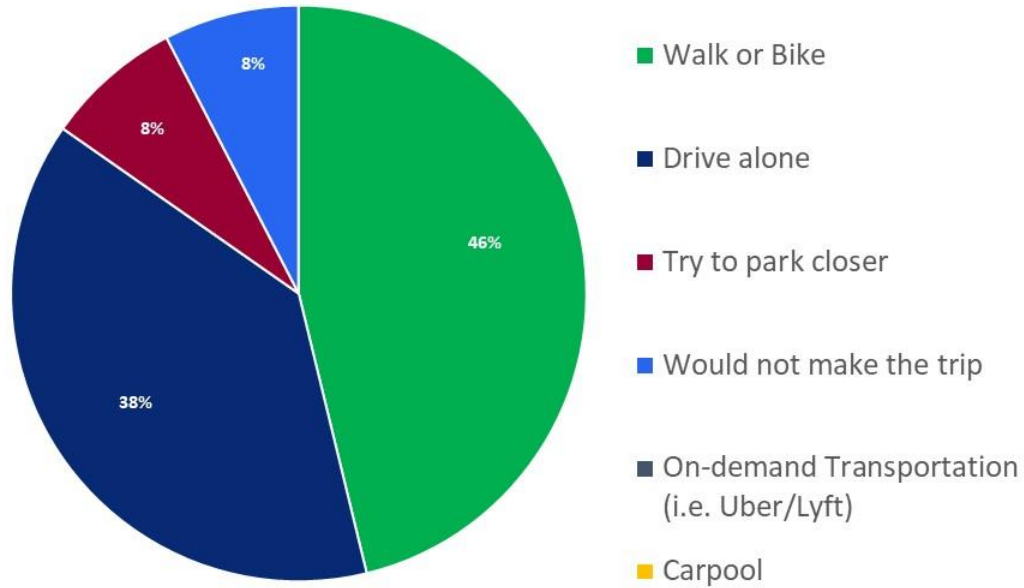
Hear What People Say



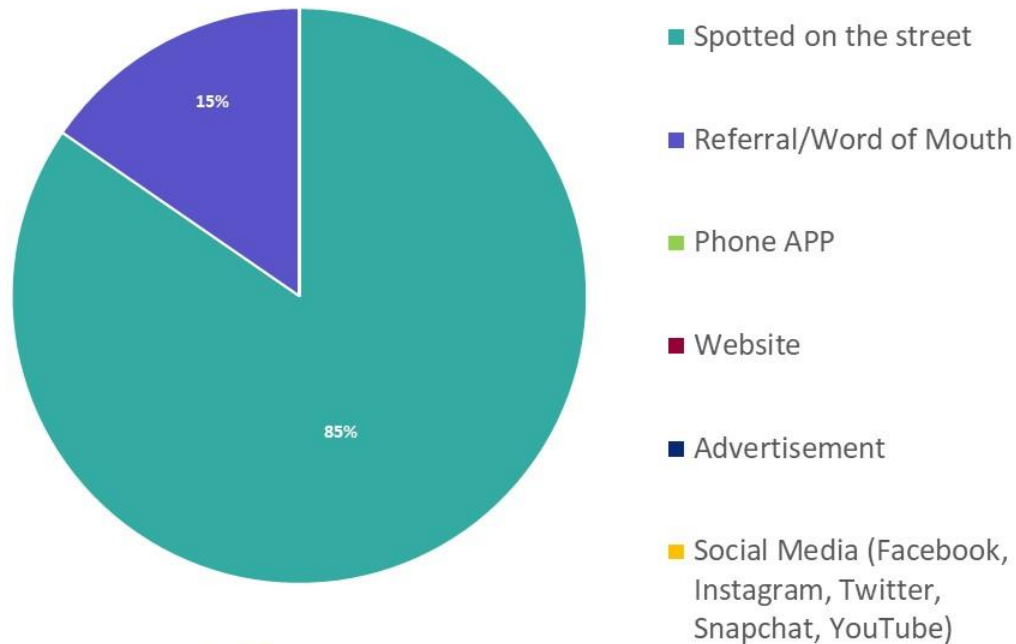
What is the purpose of your ride on the Tram?



If the Stuart Tram were not available, how would you make this trip?



How did you learn about the Stuart Tram?



STEP ON BOARD WITH US!



Downtown Stuart Tram Routes



TRAMS RUN ON A CONTINUOUS ROUTE STOPPING AT EACH ▲ APPROXIMATELY TEN MINUTES APART, THE RED AND BLUE ROUTES BEGIN AT THE TRANSFER POINT OF HANEY CIRCLE

TRAM CONTACT NUMBER: 772-260-0126 or 772-284-3490

DOWNTOWN TRAM SCHEDULE

SUNDAY	9AM-6PM
MONDAY	8AM-8PM
TUESDAY	8AM-8PM
WEDNESDAY	8AM-8PM
THURSDAY	8AM-10PM
FRIDAY	8AM-10PM
SATURDAY	8AM-10PM

Opportunities & Challenges



- **Routes**
 - New routes/scheduling
 - Crossing state roadways
- **Funding**
 - Event fees (Boatshow, etc.)
 - Advertising on Trams
 - Parking fees
 - Privatization
- **Marketing**

Similar Services

COMPANY	CITY	PUBLIC/PRIVATE
The Swoop Ride	Miami Beach	Private
Round the Town	Boca Raton	Private
Freebee	Miami-Dade	Private
The Free Ride	Multiple	Private
Jonny's Original Free Ride	Siesta Key	Private
Downtowner	Multiple	Private
Wilton Drive Shuttle*	Wilton Manors	Public

All shuttle services are free to use

*Limited hours of operation



Next steps

- Build a 5-year and 10-year business plan
- Complete second survey day in season
- Future of TNCs and Impacts
- Infrastructure Needs
- Planning Cost Estimates
- Financing Options

DATE MEETING

February 2019 MPO Advisory Committees

February 2019 City of Stuart Commission

February 2019 MPO Board



THANK YOU

MARTIN
MPO



MARLIN



Stuart Tram City Commission 3.11.19

City of Stuart Tram Business Plan

City of Stuart
Commission Meeting
March 11, 2019

MARTIN MPO
Metropolitan Planning Organization



Contents

- 1 Overview of Scope and Schedule
- 2 Surveys, Interviews and Site Visits
- 3 Microtransit Case Studies
- 4 TNCs and Planning Considerations
- 5 Alternatives and Funding Gaps



WHY?



the
SUCCESS
of the Tram

?



the FDOT Grant is
EXPIRING

WHAT'S NEXT

MARTIN **MPO**
Metropolitan Planning Organization

Stuart
TRAM STOP

3

MARTIN **MPO**
Metropolitan Planning Organization

Stuart
TRAM STOP

4

Business Plan for Tram

-

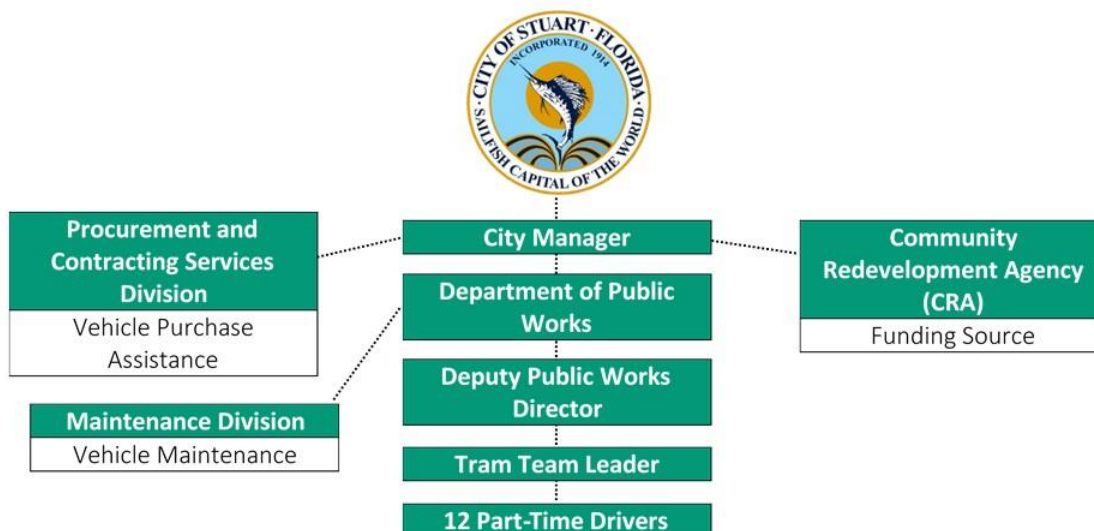
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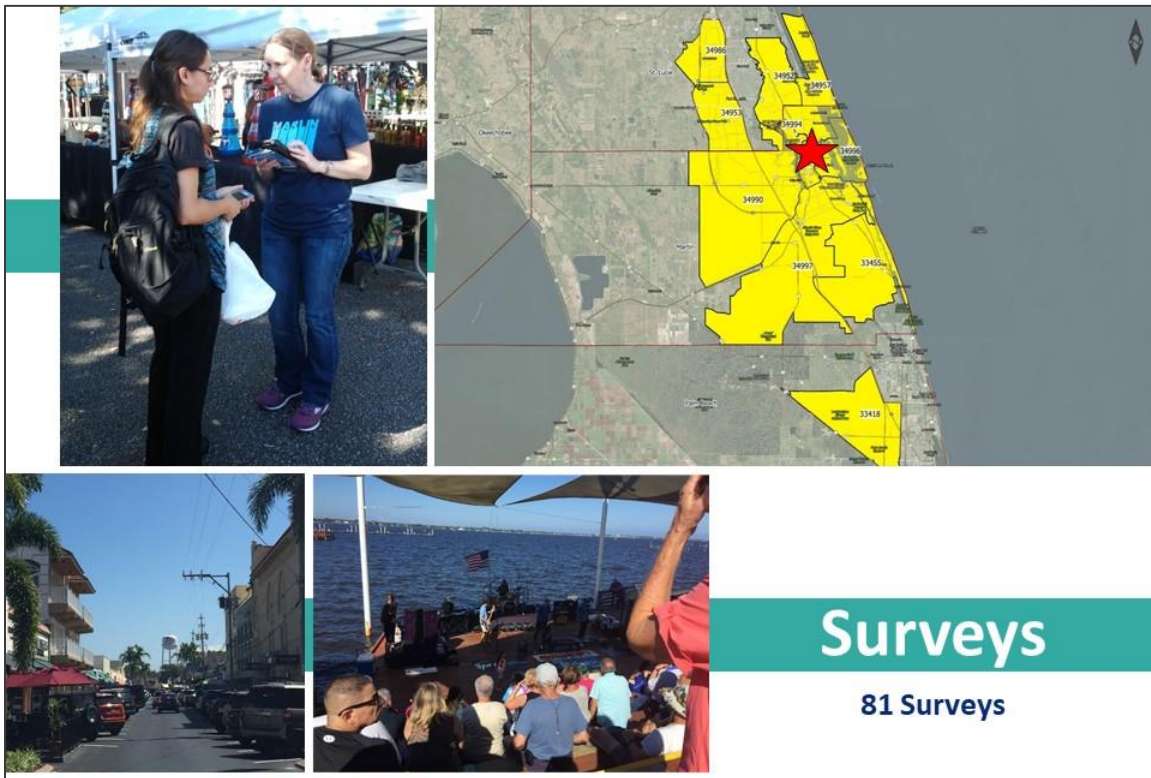
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City of Stuart Tram Organizational Chart





Surveys

81 Surveys

MARTIN MPO
Metropolitan Planning Organization

Stuart
TRAM STOP

7

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Interviews & Site Visits



TERRA FERMATA



MUST
BOUTIQUE



bite squad

St. Mary's
EPISCOPAL CHURCH



Case Studies



Sarasota, FL - iRide



Tampa, FL - Downtownner



Park City, UT – Main Street Trolley



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Case Study Findings

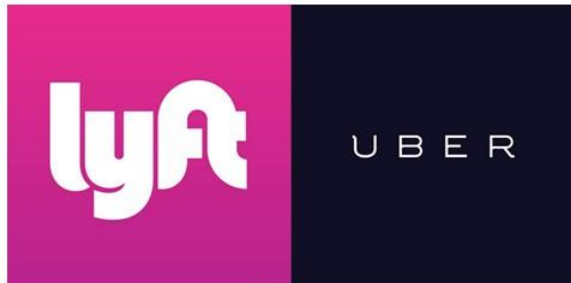
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- Vehicles not in service might be parked in visible locations for **marketing**

Transportation Network Companies (TNCs)

- **TNCs available in Stuart**
 - Lyft
 - Uber
- **Stuart in Lyft's Port St. Lucie coverage area**
- **Stuart in Uber's Miami & South Florida coverage area**



TNC Planning Considerations

- **Designated TNC pickup/dropoff areas (curbside management)**
 - Aide transfers between TNCs and transit
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Note: Designated TNC pickup/dropoff areas with short time restrictions might create a situation in which TNC drivers drive around while waiting for trips, contributing to traffic congestion.



Infrastructure



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Continue to Plan, Operate and Maintain the Downtown Stuart Tram consistent with a Vision of enhanced mobility and economic development for the Downtown Stuart Area

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- Improve tram **reliability, efficiency and effectiveness**
- **Assure fiscal stability** through five (5) year budgeting
- Create a **distinct and recognizable brand** for the Tram
- Seek out and **apply for grants** and private sector participation
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2019

- **Continue operations**
- Staff **roles & responsibilities**
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- **Fulfill FDOT Grant** – new vehicle
- Seek **additional funding**
- Utilize **5-year financial tool**

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2020-2021

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2022-2025

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- Construct **new shelters**
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2025

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- **CRA** (\$100,000 per year with 3.5% annual growth)
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*estimates

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** 2017 - 2019 City of Stuart Budget

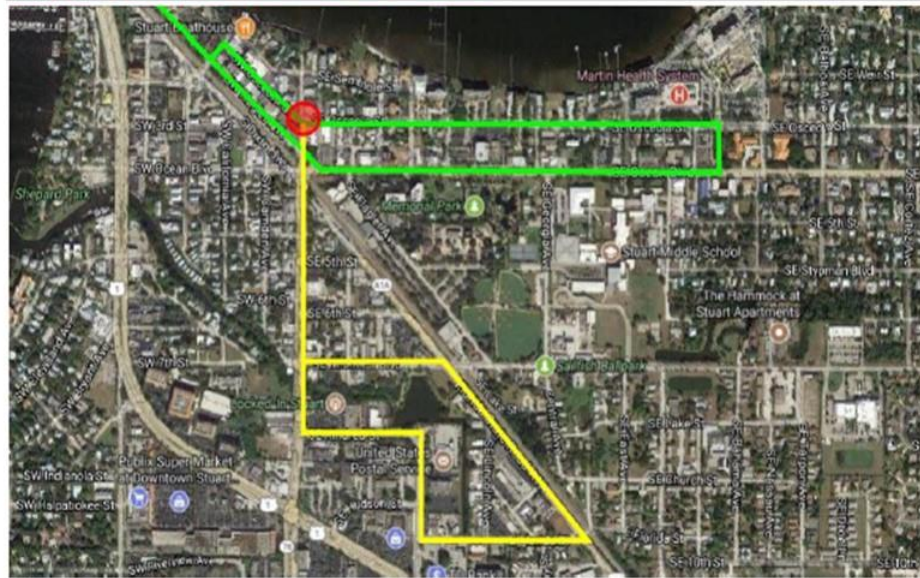
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FY
2026

Exhibit 12: Proposed Downtown Stuart Tram Route Modifications



Source: Walker Consultants and Google Earth 2018

Next Steps

DATE	MEETING
April 1	MPO Joint Advisory Committee <ul style="list-style-type: none"> • Citizens' Advisory Committee • Bicycle & Pedestrian Advisory Committee • Technical Advisory Committee
April 15	MPO Board



THANK YOU

MARLIN



Stuart Tram MPO Board 4.15.19

City of Stuart Tram Business Plan

MPO Board Meeting

April 15, 2019

MARTIN MPO
Metropolitan Planning Organization



MARLIN



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MARTIN MPO
Metropolitan Planning Organization



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MARTIN MPO Metropolitan Planning Organization

Stuart TRAM STOP

3

Business Plan for Tram

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MARTIN MPO Metropolitan Planning Organization

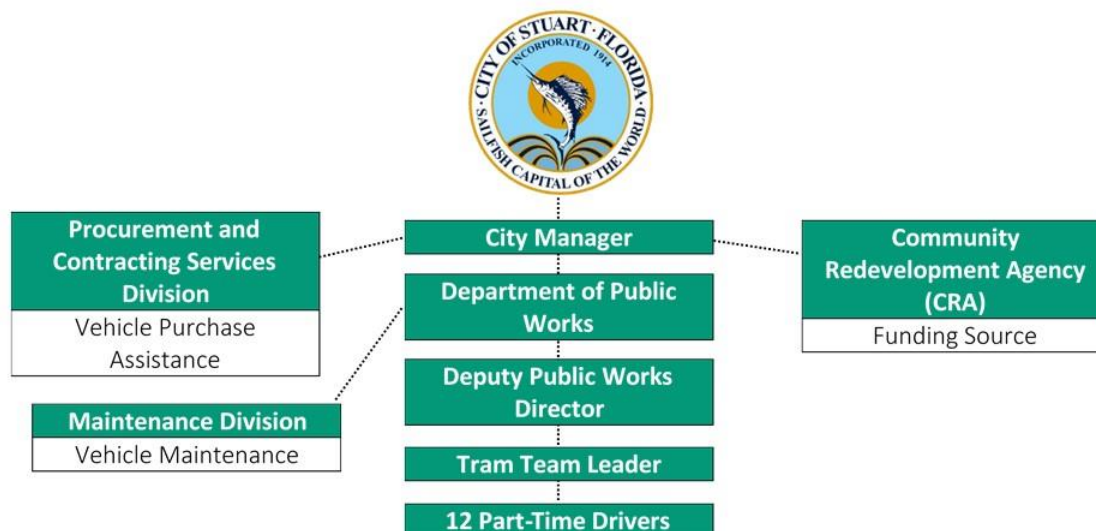
Stuart TRAM STOP


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TERRA FERMATA



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BOUTIQUE



bite squad

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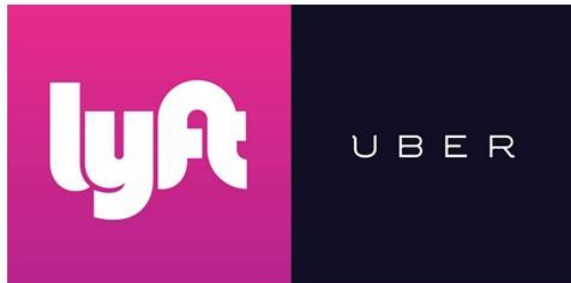
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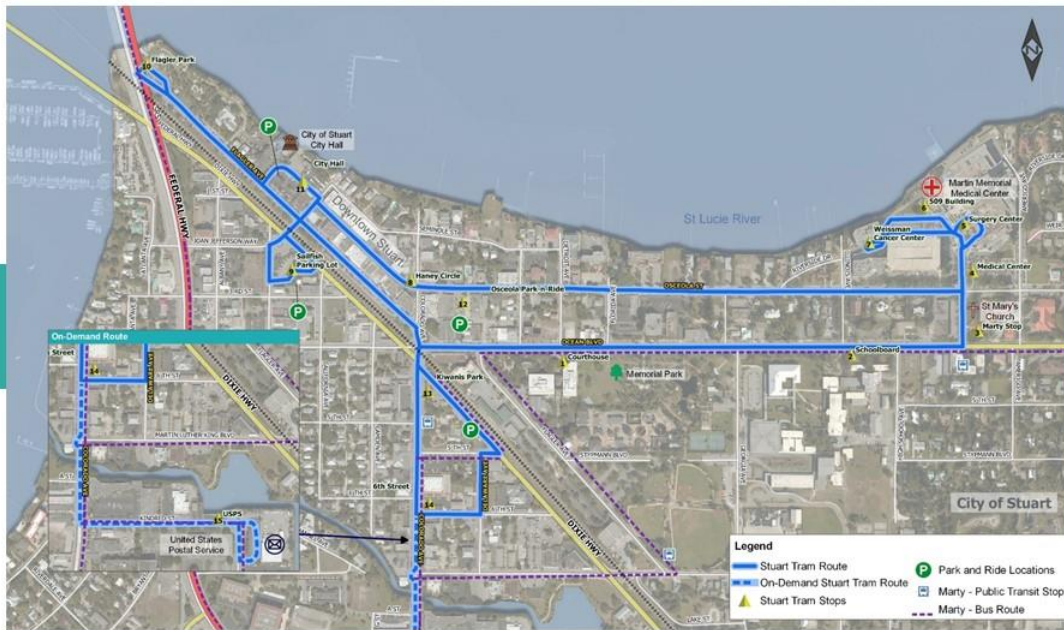
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Pre-March 2019 Service



Source: City of Stuart Public Works Department

March 2019



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** 2017 - 2019 City of Stuart Budget

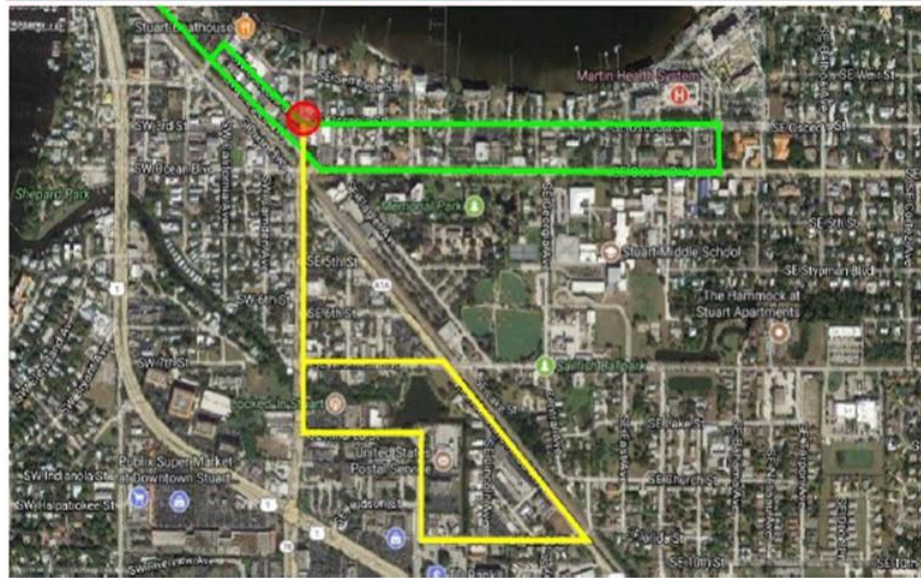
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FY
2026

Exhibit 12: Proposed Downtown Stuart Tram Route Modifications



Source: Walker Consultants and Google Earth 2018



THANK YOU

MARLIN



APPENDIX C

Questionnaire/Survey Results/Outreach

Stuart Tram Survey Form (Page 1)

CITY OF STUART

STUART TRAM SURVEY

MARTIN
MPO

1 What is your residence zip code?

2 Are you riding on the City of Stuart Tram today?

☐ Yes ☐ No

If not a Tram rider, proceed to question 16

3 Have you used the City of Stuart Tram in past?

☐ Yes ☐ No

4 What was the purpose of your ride on the Tram?

- a. Connect to/from parking
- b. Connect to/from transit
- c. Connect to/from home or office
- d. Enjoy a ride
- e. Other

5 Where do you begin your trip on the Stuart Tram?

- a. Stop 1, Courthouse
- b. Stop 2, School Board
- c. Stop 3, Marty Stop
- d. Stop 4, Martin Medical Center
- e. Stop 5, Surgery Center
- f. Stop 6, 509 Building
- g. Stop 7, Weissman Cancer Center
- h. Stop 8, Haney Circle

- i. Stop 9, Sailfish Parking Lot
- j. Stop 10, Flagler Park
- k. Stop 11, City Hall
- l. Stop 12, Osceola Park n' Ride
- m. Stop 13, Kiwanis Park
- n. Stop 14, 6th Street
- o. Waved down the Tram at

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- m. Stop 13, Kiwanis Park
- n. Stop 14, 6th Street
- o. Name of location (eg restaurant name, etc)

7 How do you get to the Stuart Tram?

Drive yourself and parked locally, Carpool/Uber/Lyft/taxi/Drop off, Walk, Bike, Marty, Other

8 How many days per week do you normally ride the Stuart Tram?

Every day, All Weekdays, All Weekends, A few times a week, About once a week, A few times a month, Once a month, Less than once a month

Stuart Tram Survey Form (Page 2)

CITY OF STUART
STUART TRAM SURVEYMARTIN
MPO**9** How did you find out about the Stuart Tram?

Spotted on street, Website, Ad, Phone App, Social Media, Referral, Work, Other

10 Do you use the Stuart Tram Stop mobile App?☐ Yes ☐ No**11** If the Tram were not available, how would you make this trip?

Drive alone, Would not make the trip, Carpool/ Uber/Lyft, Walk, Bike, Other

12 How satisfied are you with the service and reliability of the Stuart Tram?

Very Satisfied 1 – 5 Very Dissatisfied 1 2 3 4 5

13 Do you ride on public transit other than the Tram?☐ Yes ☐ No**14** Would you like to see the Stuart Tram expanded?☐ Yes ☐ No**15** Any overall feedback for the Stuart Tram?

* END HERE FOR TRAM RIDERS *

16 Have you heard about the City of Stuart Tram?☐ Yes ☐ No**17** How did you get to the downtown today?

Drive yourself and parked locally, Carpool/Uber/Lyft/taxi/Drop off, Walk, Bike, Marty, Other

18 Would you consider riding the City of Stuart Tram in the future?☐ Yes ☐ No

Stuart Tram Survey Notes

- + Need more info at stops
- + Delray runs on demand -very nice -can make donation
- + Might ride when I'm old
- + Tram drives really slow down busiest streets, very annoying. - Local cyclist, young male
- + Never rode because I have no info about it -maybe family could ride when in town
- + From NYC so a fan of transit but haven't used tram
- + Good service -keep it up
- + Let me look at the brochure first- not from here (did not take survey)
- + Would love to know more about it- would rather not drive
- + I haven't used it but my mom does when she's here
- + Joyride (bar crawl) - planning another for Christmas -should expand area of service- driver took us wherever and played what we wanted on radio and really made the trip special for us (with 2 other ladies surveyed and their SOs)
- + My kids encourage me to ride but I like to walk and walking is good exercise
- + (First respondent flagged me down to inquire about what I've been hearing -said he didn't know where you'd fit another stop in current service -asked jokingly if expansion would be sooner than 2021 and recommended expanding before funds disappear)
- + Rode first time today - had to park far away even with handicap tag -driver saw us walking and stopped to offer us ride -very nice -weren't sure we would make it here
- + Parked Illegally
- + Need more advertising. Didn't know about app.
- + Need to show where to park to take the tram.
- + Drove 30 mins so wanted to walk
- + Parked locally
- + Didn't know about app
- + Biked from house and didn't know about tram
- + Like the tram for when elderly parents visit
- + Does not see need for him to ever use tram
- + Caught tram when Driver said do you want a ride and she was tired
- + New development Azul with limited parking - worried about residents parking in lots
- + Would take but just don't know where it goes or where it picks up
- + Have trams ready for end of special events
- + Expand it a lot like Cocoa -take it to the beach-keep it free (respondent moving here soon - came with SO)
- + Ad for app
- + Reed is a fab driver
- + Fun driver very accommodating
- + It's great, shouldn't get rid of. Great for elderly
- + More stops near Notes and Winery at the end of Colorado

- + Fun driver, very accommodating
- + MORE INFO ON FREQUENCY, EXPAND AROUND TOWN
- + Really nice service
- + Tram is great. Need more trams! Expand Past US 1
- + Ready access to a phone number
- + Drivers are charming
- + Fantastic drivers, reliable and friendly. GREAT SERVICE!
- + Excellent!
- + I love the tram, huge asset, great selling point.
- + Excellent service
- + Drivers are personable. Especially Sandy!
- + Served us very well, because of the parking connectivity
- + very important to have because of people visiting
- + Marketing idea- Include info about tram in water bill
- + Good idea would be to pick up at marina and take boaters to Publix on a regular schedule
- + Delivery dude- typically park at noodle world, tonight parked a quarter mile down and walked over

Outreach Sticker

MARTIN
MPO



CITY OF STUART
STUART TRAM SURVEY

*TALKING TO THE
COMMUNITY ABOUT TRANSIT*

APPENDIX D

Interview Summary Notes

Interview Notes

10/1/2018

Tram Driver Interview

- » 7 years driving tram
- » Sees congestion in City growing
- » When people are not at a stop, he services where the people are

10/14/2018

Green Market Vendor

- » Lots of Complaints about parking
- » They come early and park by tracks
- » Signage idea: Park here for tram transport with event info included with tram info

10/14/2018

Tram Driver

- » On special event days route is different
- » People with coolers need Tram
- » Offering rides
- » Group of 10 at Duffy's drove around and showed them around

10/22/2018

Clayton Therrien, Boat Show, All Sports Production

- » 2017 used Palm Beach Transportation, was not happy with service
- » 2018 used Molly's Trolleys, 4 trolleys that held 30 people each
- » 18,000 tickets sold in 2018
- » 2019 to use Academy Bus, 4 buses that hold 55 people each, pick up will be at Airport only
- » Have not considered option to pay for Tram service
- » City complains about traffic during boat show
- » Upcoming meeting with City to discuss boat show
- » 2017 concerns include no portajons in parking lots, Trams bringing visitors farther away
- » Marketing plan to advertise parking options
- » Very big event with large economic impact for City

10/23/2018

Marty Bus Driver – brief interview at Kiwanis Park and Ride – late weekday morning

- » Does not typically pick up riders at this time
- » Throughout am bus brings workers to downtown jobs
- » Sometimes bus riders ask about Tram and he directs them to the kiosk

10/23/2018

Bill Moore, Downtown Business Association of Stuart, President, Kilwin's owner

- » 19 years at Kilwin's
- » Suggested Tram connecting to local hotels

- » Employees use employee parking
- » Perception among some is that Tram reliability is an issue
- » Believes the Tram to be very important to the City
- » Presence of Tram is an asset to the City
- » Currently advertises for Tram at Kilwin's
- » Staff will call for Tram when requested by patrons
- » Recommends expanded parking enforcement to 8pm
- » Believes City to have enough parking when managed properly

10/23/2018

Downtown business owner interview, Must

- » One year at business
- » Familiar with Tram
- » Employees park at Kiwanis Park and Ride, do not use Tram
- » Confirmed parking code enforcement
- » Does not support paid parking in City
- » Not sure if business would advertise on the Tram

10/24/2018

Jim Corbett, Walker Consultants, Parking Study author

- » Need to contact City for Complete Parking Study and Powerpoint
- » Recommends schedule, on-demand is not reliable
- » Recommends a North/South route and an East/West route
- » Osceola corridor for prime paid parking with short term fee with 90-100 spaces at \$1/hour after equipment purchase of \$50,000-\$60,000 the first year would generate \$100,000/year

11/21/2018

Joe Catrambone, Chamber of Commerce, President/CEO

- » Tram is vital, great addition to downtown charm
- » One issue is that workers take up parking, this has improved as merchants have employees park and take Tram
- » Getting the word out is an opportunity
- » Chamber is Stuart-based, 1,600 members includes N. Palm Beach County, Martin County, St. Lucie County members
- » Downtown is the focal point, bright spot of community
- » Recommends riding the tram to people
- » In season is now until after Easter, County has influx of 20,000 to 30,000 people
- » Mindset is that there is no parking available
- » Chamber started Main Street Program
- » Tram is a great aid to counter mindset that there is no parking
- » Has not heard any complaints about tram
- » Familiar with CRA funding to tram, but not of any other funding available

- » Chamber has monthly luncheon with 125-150 attendees on the 2nd Wednesday of every month, opportunity to share information about Tram with members at meeting

12/5/2018

Thondra Lanese, Stuart Main Street

- » Tram works well for tourism, but the next level, is to keep tourism market and generate revenue and provide transit to community for employees and those on lunch break with better reliability.
- » The Downtown parking study recommended fixed route for tram and also good benchmarks for City.
- » With the FDOT grant and the CRA, fixed route was discussed. Opportunity for special events to pay for tram.
- » Suggest using a separate Tram for tours.
- » When visitors arrive at the tourism office, staff recommends tram to orient visitors, learn about city and history. Thondra's voicemail for special events states for visitors to use Park and Ride lots and take the tram. Education is desperately needed.
- » Thondra has a marketing background. Not enough brochures are provided. Suggests materials be informative and accessible with a multi-outlet approach to stakeholders.
- » She knows of a situation where a downtown business owner waited at a tram stop for the tram and no tram arrived so then would have to call. Suggests a route further down Colorado.
- » Why can't the tram go across US 1 and to the Publix? With better reliability the tram could capture Molly's House and Hospital.
- » City has 49 rental apartments coming on line and 40 condos on Seminole in 2 developments, so more potential ridership for Tram.
- » Key opportunities are more education and better reliability.

12/7/2018 – Christmas Parade Night

Tram Driver Interview

- » 4 Trams are out, 2 are in parade
- » Conserving energy at Haney Circle
- » Event at the Lyric also, at 9pm there will be crowds
- » Most TNCs are food delivery, mostly at Duffy's
- » Trams do not run out of power on the route, you can shut off and on and make it back

12/7/2018 – Christmas Parade Night

Bite Squad (restaurant delivery driver picking up at Duffy's)

- » Typically parks at Noodle World
- » Tonight parked a quarter mile down and walked over

12/10/2018

Terra Femata Owner, Eric Wickstrom

- » Yes, he would consider advertising on the Tram
- » Tram comes by and the drivers tell the riders about us
- » We give free entry to folks getting off the Tram
- » Don't agree with charging for parking downtown

- » Tram is great for our business
- » Our patrons mainly park nearby and walk to our business

1/7/2019

Margaret Wild, Operations Manager, Molly's House

- » Tram is excellent and a wonderful commodity for our City
- » We can call and they pick up our folks to go to the hospital a lot, and downtown for dinner
- » Drivers tell Tram riders about Molly's Hours and what we do as they pass by
- » Drivers are great
- » Folks staying at Molly's House take the history tours and learn about Stuart
- » Would like to see expanded to Fresh Market/County Building area for Walgreens and the Medical Center there (closer pharmacy is closed on weekends)

1/9/2019

Debbie Flerx, Assistant to the Clergy, St. Mary's Episcopal Church

- » She is not familiar with the Tram
- » She sees it go by with students and nurses on it
- » They host a community dinner every Wednesday from 4:45-5:45pm for those on a fixed income, want community or are homeless with 80-100 attendees. Not sure if these folks take Tram.

APPENDIX E

City of Stuart Tram Materials

Tram Materials

CITY OF STUART TRAM RIDERSHIP

DATE	DRIVER											
TRAM #	COURT	KINDRED	SCHOOL	MARTY	HOSPITAL	HANEY	SAILFISH	FLAGLER	CITY HALL	OSCEOLA	KIWANIS	6TH ST
STOPS												
8:00 AM												
9:00 AM												
10:00 AM												
11:00 AM												
12:00 PM												
1:00 PM												
2:00 PM												
3:00 PM												
4:00 PM												
5:00 PM												
6:00 PM												
7:00 PM												
8:00 PM												
9:00 PM												
10:00 PM												
MILES	START	END	TOTAL									
FUEL												
TOTAL RIDERSHIP												
NOTES												

Tram Rules and Regulations

No crossing US1 under any circumstances unless directed by the City Manager.

No following or driving behind another Tram unless directed by your supervisor.

No stopping, standing, or parking behind another Tram. All communication will be done by radio or cell phone.

When taking breaks or lunch, Tram will be parked in a designated or secured location.

Beginning of each shift: check charger and indicate lights, make sure Tram is fully charged or shows a green indicator light. If not, write it down on activity board and notify your Supervisor.

Check your headlights, turn signals, horn, and strobe lights to make sure they are working properly.

Complete a final walk around inspection. Make notes of any damage to Tram.

Complete Tram Inspection Sheet.

When on route and pointing out landmarks, do not stop on roadway (do not block traffic). Just point at site and continue on your route.

Always use your turn signals when making turns. Remember to turn them off.

Report all accidents or incidents to your supervisor immediately.

Remember gratuities are not accepted.

End of each shift: make sure the Tram is plugged in properly and you can see the indicator lights.

Make sure your hand-held radios are plugged into charger, and the red indicator light is on.

Remember you are an ambassador to the City. Have a great and exciting day.

Daily Tram Report

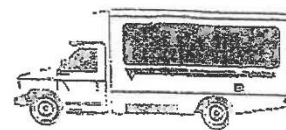
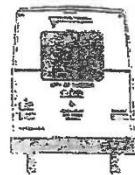
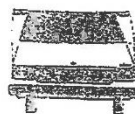
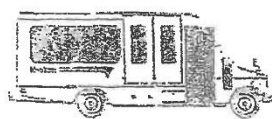
 Tram # _____
 Driver 1 _____

Date: _____

 Miles Start _____
 Hours Start _____
 Miles End _____
 Hours End _____

Daily Check List	Check (✓)	If Defective, Mark X	All defects must be described on bottom of DRB		
Items to Check	Driver 1	Comments	Items to Check	Driver 1	Comments
Fuel			Driver Seat		
Wipers			Passenger Seat		
Oil Level			Emergency Exits/Lights		
Oil Leaks			Fire Extinguisher		
Battery Power Level			Emergency Reflectors		
Tires/Lug Nuts			First Aid/Accident Kit		
Head Lamps			Wheel Chair Restraints		
Turn Signals			W/C Interlock System		
Hazard Lights			W/C Ramp		
Clearance Lights			Hand Rails		
Brake Lights			Seatbelts		
Backup Lights			Radio/ Phone		
Glass (All) & Mirror			Intercom		
Clean Exterior			Insurance Information		
Clean Interior			Registration		
Brake Pedal					
Emergency Brake					
Backup Beeper			Plug In Tram		
Gauge: Oil Pressure					
Gauges: Volt, Fuel, Temp					
			Other:		

Body Damage Description:



Defect and brief explanation or other comments:

VEHICLE DEFECT SHEET

APPENDIX F

FDOT Service Development Grant Guidelines

725-030-005 Service Dev Program

Approved:

Effective: November 19, 2008

Office: Transit

Topic No.: 725-030-005-i


Stephanie C. Kopelousos
Secretary

PUBLIC TRANSIT SERVICE DEVELOPMENT PROGRAM

PURPOSE:

This procedure details the Florida Department of Transportation's administration and management of the Public Transit Service Development Program.

AUTHORITY:

Sections 341.051, 20.23(3)(a) and 334.048(3), Florida Statutes (F.S.)
Rule Chapter 14-73, Public Transportation, Florida Administrative Code (F.A.C.)

SCOPE:

The principal users of this procedure are public transportation staff at both the Central Office and District levels, specifically those involved in administering the Service Development Program (i.e., Central Office Grant Programs Administrator and staff, District Public Transportation Managers/District Modal Development, and District Transit Programs staff.)

REFERENCE:

Public Transportation Joint Participation Agreement, Procedure 725-000-005

DEFINITIONS:

Central Office: For the purposes of this procedure, the Department of Transportation, Public Transit Office and/or staff.

Community Transportation Coordinator (CTC): A transportation entity so designated by the Florida Transportation Disadvantaged Commission, as provided for in **Chapter 427, F.S.**, and **Rule Chapter 41-2, F.A.C.** to serve the transportation disadvantaged population in a designated service area.

District Office: For the purposes of this procedure, the Department of Transportation,

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District Public Transportation office or District Office of Modal Development, and/or staff.

Eligible Capital Costs: Any costs that would be defined as capital costs by the Federal Transit Administration. Examples would include, but not be limited to: the acquisition of buses for fleet and service expansions; transfer facilities; intermodal terminals and park and ride facilities; and passenger amenities, such as passenger shelters and bus stop signs.

Eligible Net Operating Costs: All operating costs of a project; less any federal funds, fares, or other sources of income to the project.

Eligible Recipients: Public agencies providing or implementing public transit services directly or through contractual arrangements. Community Transportation Coordinators which are public agencies are eligible recipients.

Joint Participation Agreement (JPA): A contract between the Department of Transportation and a local sponsor of a public transportation project, defining a project and the Department's participation (*Form No. 725-030-06*).

Public Agency: An authority, commission, committee, council, department, division, bureau, board, section or any other unit or entity of the state or of a town, city, municipality, county, or other local governing body.

Public Transit: The transporting of people by conveyances or systems of conveyances, traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be either government owned or privately owned. Public transit specifically includes those forms of transportation commonly known as "paratransit" or "demand response," characterized by their non-scheduled, non-fixed route nature.

Transit Development Plan (TDP): A locally adopted document that addresses a minimum ten-year time frame. Preparation of the TDP is the responsibility of the public transit provider, in cooperation with the appropriate Metropolitan Planning Organization. It is consistent with the applicable approved local government comprehensive plan and with the appropriate comprehensive (long range) transportation plan and supports the Transportation Improvement Program. The TDP includes an assessment of the need for transit services in the local area. It identifies the local transit policies, existing services and proposed service improvements and/or changes, capital and operating costs of the proposed services, existing and proposed sources of funding and a staged implementation plan. A TDP is updated annually.

BACKGROUND:

The Public Transit Service Development Program (hereinafter referred to as the Service Development Program) was enacted by the Florida Legislature to provide **initial** funding for **special** projects. The program is **selectively** applied to determine whether a **new or innovative** technique or measure can be used to improve or expand public transit. Service Development Projects specifically include projects involving the use of new technologies, services, routes, or vehicle frequencies; the purchase of special transportation services, and other such techniques for increasing service to the riding public as are applicable to specific localities and transit user groups. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems can be funded through the Service Development Program.

Service Development Projects are subject to specified times of duration, but no more than three years. Recipients accepting Service Development funds accept the commitment to continue the project, if deemed successful by their own measures, without additional Public Transit Service Development Program funds. This procedure is not applicable to rail service development projects as defined in **Section 341.303(4), F.S.**

1. PROJECT DEVELOPMENT

District Offices shall develop a program of eligible Service Development projects and submit that program of projects to the Central Office by the first working day of July each year, for implementation beginning July 1 of the following fiscal year. Projects shall be developed in consultation with eligible recipients, and the need for such projects shall be justified in the recipient's TDP (or transportation disadvantaged plan, if applicable). For example, a project to initiate a new marketing campaign must be generally supported in the recipient's TDP with a statement of need for improved marketing efforts, as well as an objective to provide these efforts.

As delineated in **Section 341.051, F.S.**, the Department is authorized to fund Service Development Projects that will improve system efficiencies, ridership, or revenues. The following are eligible functional areas along with specified time durations for Service Development Projects: projects that improve system operations, having a duration of no more than three years; projects that improve system maintenance procedures, having a duration of no more than three years; projects that improve marketing and consumer information programs, having a duration of no more than two years; and projects that improve technology involved in overall operations, having a duration of no more than two years.

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- 1.1 District Offices shall consult with eligible recipients to identify projects that may be eligible for Service Development Program funding. Consultation shall include discussions of the extent to which a proposed project is consistent with local transportation, transit, and comprehensive plans, and the extent to which it may be necessary to amend any local plans to permit the inclusion of the proposed project in the Department's work program.
- 1.2 Upon completion of these consultations, the District Offices shall prepare a list of projects containing: project objectives; estimated capital and operating expenses; assigned operational and financial responsibilities; the time frame required to develop the project; and the criteria by which the success of the project will be judged. Priority shall be given to projects that are statewide in nature or will demonstrate services, technologies, or methods that would be applicable elsewhere in the state.
 - 1.2.1 Project objectives shall specifically identify results expected from the implementation of the project in terms specific to the functional area in which the project is being proposed. (For example, if the project is to improve system operations, a specific objective might be to test a new fare collection system.)
 - 1.2.2 Operating and capital expenses shall be estimated for the project.
 - 1.2.3 Assigned operational and financial obligations shall be delineated.
 - 1.2.3.1 The operational responsibilities shall include a list of specific actions to be taken by the parties to the **JPA** to meet the objectives. (For example, if the project involved a new fare collection system, the list might include an audit of existing fare collections, the evaluation of fare collection equipment available, obtaining public input, procuring new equipment, implementing new systems, collecting data, and evaluating results.)
 - 1.2.3.2 The financial responsibilities shall include at least a breakdown of federal funds, fares, other sources of income (including contract and charter income), and proposed state financial participation. District Offices may propose that the state share be any percentage of the eligible net operating and capital cost of the project negotiated with the local recipient. To calculate maximum state funding for a local service development project, first subtract from the total project cost any federal funds, fares, contract revenues or Transportation Disadvantaged funds, etc. to determine the net project cost. The Department may then provide up to one-half of the net project cost, but no more than the amount of funding committed by the local project sponsor. Any proposed state

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participation of more than 50% of the net project cost shall be for projects of statewide significance. Include a narrative on the statewide implications for any project proposed for more than 50% participation by the State.

- 1.2.3.3 The final determination of whether a project qualifies for more than 50% state participation shall be made by the Central Office. District offices shall be notified of the determination before the appropriation request is forwarded to the Legislature.
- 1.2.3.4 The length of time expected to be required to develop the required service shall be explicitly stated. The statute limits projects to improve system operations and maintenance procedures to three years and projects improving marketing and technology to two years. The time clock for projects begins when actual expenses are incurred. It should be noted that projects experiencing delays in implementation will not be eligible for inflationary increases in project budget.
- 1.2.3.5 The criteria by which the success of the project will be judged shall be included and shall be expressed in terms of the project objectives and the results expected from the project. (For example, the success of a new route alignment might be expressed in terms of ridership.)
- 1.3 The list of projects shall be forwarded to the Central Office by the first working day of July each year, for implementation in the following fiscal year.
- 1.4 The Central Office shall then develop a **Work Program Schedule B** based on the needs expressed in the submitted programs of eligible projects. The Central Office shall consult with the District Offices as necessary to allocate funds appropriately.
- 1.5 Upon receipt of **Schedule B**, District Offices shall advise local recipients that projects have been selected for funding so that local plans and Transportation Improvement Programs may be amended as necessary. The District Offices shall then incorporate the identified projects in the work program to the limits of **Schedule B**, so that the projects will be included in the appropriation request to the Florida Legislature.

2. PROJECT MANAGEMENT

- 2.1 Upon notification from the Central Office that the Department's work program, including the proposed Service Development Project, has been approved and that fund approval has been obtained through the Contract Funds Management system, the District Office shall prepare and execute a **JPA**

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between the Department and the recipient. Each **JPA** shall include an **Exhibit C and Exhibit D** as provided in the **Public Transportation Joint Participation Agreement Procedure, 725-000-005**.

- 2.2** District Offices shall maintain a record of reports on the progress of the project as compared to objectives and milestones as set forth in the Service Development project proposal and/or **Exhibit C** of the **JPA**. The frequency of required progress reports shall be specified in the **JPA**.
- 2.3** District Offices shall visit each recipient no less than once a year at their place of business. More frequent on site monitoring requirements may be specified in the Service Development project proposal and/or **Exhibit C** of the **JPA** if warranted by the nature of the project. The purpose of the visit will be to consult with the recipient on the reported progress in meeting objectives and milestones. The visit will be documented in the project file.
- 2.4** The District Office shall maintain project files that contain, at a minimum:
- (A)** A copy of the **JPA** and any supplements thereto.
 - (B)** A copy of all progress reports, whether annual or more frequent, as specified in the **JPA**.
 - (C)** A copy of each invoice presented for payment.
 - (D)** A copy of the portion of the audit performed in compliance with the **Florida Single Audit Act, Section 215.97 F.S.**, as directed by the Office of the Inspector General.
 - (E)** A summary of each monitoring visit made to the recipient's place of business.
 - (F)** A final report on the project, analyzing the success or lack thereof in terms of the criteria established at the beginning of the project, and the basis on which the decision to continue or not to continue the experimental service, method, technology, etc., was made.
- 2.5** A copy of the final report from every Service Development Project shall be provided to the Central Office and copied to each District Office. District Offices shall provide copies of the interim progress reports to the Central Office upon request.
- 2.6** The Central Office shall biennially compile a statewide report to analyze and communicate results of Service Development Projects.

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3. TRAINING

No training is required by this procedure.

4. FORMS

Form No. 725-030-06, Public Transportation Joint Participation Agreement, is available from the Department's Forms Library. Requirements for use of the form are provided in ***Procedure No. 725-000-005, Public Transportation Joint Participation Agreement***.

APPENDIX G

Tram Budget

2015-2017 Budget

City of Stuart 2017 Fiscal Budget Estimated Appropriations						
Account	2015 Audited	2016 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
001	GENERAL					
1232	MICRO-TRANSIT OPERATIONS					
513 OTHER SALARIES AND WAGES	0	0	127,500	127,500	127,500	0.00%
TRAM DRIVERS			127,500	127,500	127,500	
521 FICA TAXES	0	0	9,754	9,754	9,754	0.00%
522 RETIREMENT CONTRIBUTIONS	0	0	9,588	9,588	9,588	0.00%
Total PERSONAL SERVICES	0	0	146,842	146,842	146,842	0.00%
541 COMMUNICATIONS SERVICES	0	0	250	250	250	0.00%
CELL PHONES			250	250	250	
543 UTILITY SERVICES	0	0	750	750	750	0.00%
ELECTRICITY			750	750	750	
545 INSURANCE	0	0	5,967	5,000	5,000	0.00%
TRICO GENERAL LIABILITY INSURANCE			5,967	5,000	5,000	
546 REPAIR AND MAINTENANCE	0	0	6,500	6,500	6,500	0.00%
VM-REPAIR AND MAINTENANCE			6,500	6,500	6,500	
552 OPERATING SUPPLIES	0	0	2,424	2,424	2,424	0.00%
FUEL 2017 (211.75 TOTAL GALLONS @ \$2)			424	424	424	
UNIFORMS (9 EMPLOYEES)			2,000	2,000	2,000	
Total OPERATING EXPENSES	0	0	15,891	14,924	14,924	0.00%
564 MACHINERY AND EQUIPMENT	0	0	36,000	36,000	36,000	0.00%
6TH TRAM			18,000	18,000	18,000	
6TH TRAM - FDOT GRANT			18,000	18,000	18,000	
Total CAPITAL OUTLAY	0	0	36,000	36,000	36,000	0.00%
Division MICRO-TRANSIT OPERATIO	0	0	198,732	197,765	197,765	0.00%
Division + Consolidated + Indirect Charges:			198,732	197,765	197,765	

City of Stuart
2016 Fiscal Budget
Estimated Appropriations

Account	2014 Audited	2015 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT					
1117	CRA					
546 REPAIR AND MAINTENANCE	10,285	10,000	10,000	13,500	13,500	35.00%
OTHER			7,000	7,000	7,000	
VM-REPAIR AND MAINTENANCE			3,000	6,500	6,500	
547 PRINTING AND BINDING	566	1,000	1,000	1,000	1,000	0.00%
PRINTING & BINDING, SIGNS, BROCHURES			1,000	1,000	1,000	
548 PROMOTIONAL ACTIVITIES	5,865	6,000	6,000	6,000	6,000	0.00%
MARKETING & PROMOTIONS			6,000	6,000	6,000	
549 OTHER CURRENT CHARGES	11,910	33,166	2,100	2,100	2,100	-93.67%
FEC RAILWAY 10 PARCEL GROUND LEASE RE TAX			2,100	2,100	2,100	
551 OFFICE SUPPLIES	1,029	1,800	1,800	1,800	1,800	0.00%
COPY PAPER			1,800	1,800	1,800	
552 OPERATING SUPPLIES	4,682	2,260	1,944	2,944	2,944	30.26%
FUEL 2016 (314.64 TOTAL GALLONS @ \$3)			944	944	944	
UNIFORMS (9 EMPLOYEES)			1,000	2,000	2,000	
554 BOOKS AND MEMBERSHIPS	2,829	1,691	1,691	1,561	1,561	-7.69%
APA/AICP MEMBERSHIP			476	476	476	
CRA DISTRICT FEES			175	175	175	
FRA MEMBERSHIP FEES			870	870	870	
MARTIN COUNTY LEADERSHIP			40	40	40	
NOTARY (EVERY 4 YEARS-FY15)			130	0	0	
555 TRAINING	2,787	2,495	2,495	2,495	2,495	0.00%
APA CONFERENCE / CERTIFICATION			745	745	745	
FLORIDA REDEVELOPMENT ASSOC. CONFERENCE			1,500	1,500	1,500	
STUART MAIN STREET CONFERENCES			250	250	250	
557 INDIRECT COSTS (NET)	33,813	35,865	38,248	38,478	38,549	7.48%
TO GENERAL FUND			37,085	37,331	37,394	
TO WATER AND SEWER			1,164	1,147	1,155	
Total OPERATING EXPENSES	129,985	183,544	122,749	157,349	157,420	-14.23%
563 INFRASTRUCTURE	167,909	959,241	1,233,428	1,140,809	1,141,209	18.97%
AVAILABLE FOR INFRASTRUCTURE PROJECTS			1,038,428	945,809	946,209	
FDOT JOHNSON KINDRED GRANT MATCH 2016			97,500	97,500	97,500	
FDOT JOHNSON KINDRED GRANT MATCH 2017			97,500	97,500	97,500	
564 MACHINERY AND EQUIPMENT	30,000	67,000	0	0	0	-100.00%
Total CAPITAL OUTLAY	197,909	1,026,241	1,233,428	1,140,809	1,141,209	11.20%
571 PRINCIPAL	336,474	382,304	396,579	396,579	396,579	3.73%

Thursday, September 03, 2015

City of Stuart
2016 Fiscal Budget
Estimated Appropriations

Account	2014 Audited	2015 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT					
1117	CRA					
571 PRINCIPAL	336,474	382,304	396,579	396,579	396,579	3.73%
2002 TIF BONDS (9/1/18)			269,579	269,579	269,579	
2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			47,000	47,000	47,000	
TRIANGLE PROPERTY ADDITIONAL PRINCIPAL PAYDOWN			80,000	80,000	80,000	
572 INTEREST	114,063	99,926	86,749	86,749	86,749	-13.19%
2002 TIF BONDS (9/1/18)			36,992	36,992	36,992	
2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			49,757	49,757	49,757	
Total DEBT SERVICE	450,537	482,230	483,328	483,328	483,328	0.23%
582 AIDS TO PRIVATE ORGS	5,500	10,000	0	10,000	10,000	0.00%
Total GRANTS AND AIDS	5,500	10,000	0	10,000	10,000	0.00%
591 INTRAGOVERNMENTAL TRANSFS	110,000	90,000	90,000	90,000	90,000	0.00%
TRANSFER TO GEN FUND ECONOMIC STRATEGIES DIVISION			80,000	80,000	80,000	
TRANSFER TO GEN FUND FOR AUDIT			10,000	10,000	10,000	
595 OTHER NONOPERATING USES	0	5,426	9,126	9,126	9,126	68.19%
GWI			3,700	3,700	3,700	
HEALTH SELF-INSURANCE RESERVE			5,426	5,426	5,426	
Total OTHER USES	110,000	95,426	99,126	99,126	99,126	3.88%
Division CRA	1,215,422	2,182,538	2,273,191	2,284,594	2,284,594	87.97%
COMMISSION			1,049	1,219	1,219	
MANAGER			0	0	0	
ECONOMIC STRAT			0	0	0	
HUMAN RESOURCES			0	0	0	
CITY CLERK			1,948	2,064	2,064	
FINANCIAL SERVICES			7,092	7,092	7,092	
INFORMATION SERVICES			0	0	0	
CITY ATTORNEY			26,995	27,019	27,019	
VEHICLE MAINTENANCE			0	0	0	
BUILDING MAINTENANCE			0	0	0	
LEGISLATIVE & MARKETING			0	0	0	
CUSTOMER SERVICE			1,164	1,155	1,155	
WS GENERAL GOV			0	0	0	
Total Indirect Costs			38,248	38,549	38,549	
Division + Consolidated + Indirect Charges:			2,311,439	2,323,143	2,323,143	

City of Stuart
2016 Fiscal Budget
Personnel Sheet

1117 CRA

Class	Title	Range/ Step	Current Salary	Prcnt	Range/ Step	Dept Req	Spec Pay	Prcnt	Range/ Step	Mgr Rec	Spec Pay	Prcnt	Range/ Step	Comm Adopt	Spec Pay
1020	CITY MANAGER		155,000.00									0.16		24,800	1,181
1040	DEVELOPMENT DIRECTOR	27 17	113,972.13	0.05	27 17	5,699	69								
1055	CRA ADMINISTRATOR	23 9	73,288.77	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380
2042	CRA PROGRAM SPECIALIST	12 5	42,745.34	1.00	12 5	38,859	1,020	1.00	12 5	42,745	1,020	1.00	12 5	42,745	1,020
	At DIVISION ASSISTANT														
2045	CRA PROGRAM MANAGER	15 9	49,601.52	1.00	15 9	49,602	1,020	1.00	15 9	49,602	1,020	0.50	15 9	24,801	510
6020	EXEC ADMIN ASSISTANT	13 8	43,940.62	0.10	13 8	4,394	48	0.10	13 8	4,394	48	0.10	13 8	4,394	48
	BUDGET PART-TIME							1.00	00 0	127,500	0	1.00	00 0	127,500	0
	BUDGET OVERTIME							1.00	00 0	1,000	0	1.00	00 0	1,000	0
	BUDGET MERIT			1.00	00 0	2,625	0	1.00	00 0	2,625	0	1.00	00 0	2,625	0
Total		Count		5		4		5							
				174,467		3,537		301,155		3,468		301,154		4,139	

City of Stuart
2015 Fiscal Budget
 Estimated Appropriations

Account	2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT					
1117	CRA					
512 REGULAR SALARIES AND WAGE	197,597	209,503	200,999	196,585	196,585	-6.17%
513 OTHER SALARIES AND WAGES	40,322	72,000	107,512	87,512	87,512	21.54%
514 OVERTIME	215	5,000	5,000	5,000	5,000	0.00%
515 SPECIAL PAY	10,182	7,906	7,416	6,466	6,466	-18.21%
521 FICA TAXES	18,488	21,534	24,551	22,611	22,611	5.00%
522 RETIREMENT CONTRIBUTIONS	13,429	19,613	15,541	15,642	15,642	-20.25%
523 LIFE AND HEALTH INSURANCE	36,880	34,606	43,481	48,769	48,769	40.93%
CLINIC			3,372	3,372	3,372	
EMPLOYEE INSURANCE			36,173	41,461	41,461	
HEALTH INSURANCE INCREASE 10%			3,936	3,936	3,936	
524 WORKERS' COMPENSATION	2,373	2,513	2,513	2,513	2,513	0.00%
Total PERSONAL SERVICES	319,487	372,675	407,012	385,097	385,097	3.33%
531 PROFESSIONAL SERVICES	4,000	0	15,000	28,767	28,767	0.00%
CRA PLAN AMENDMENTS			15,000	28,767	28,767	
540 TRAVEL AND PER DIEM	4,830	7,000	7,000	5,000	5,000	-28.57%
541 COMMUNICATIONS SERVICES	1,038	1,050	950	950	950	-9.52%
CELL PHONE			200	200	200	
LONG DISTANCE			300	300	300	
PHONE SETS			450	450	450	
542 FREIGHT/POSTAGE SERVICES	329	520	520	520	520	0.00%
543 UTILITY SERVICES	2,568	2,700	4,200	4,200	4,200	55.56%
ELECTRIC			1,200	1,200	1,200	
WATER/SEWER			3,000	3,000	3,000	
544 RENTALS AND LEASES	51,630	30,314	31,529	31,529	31,529	4.01%
COPIER LEASE & USAGE			3,700	3,700	3,700	
CRA FEC RAILROAD CROSSING MAINTENANCE AND LAND USE			25,529	25,529	25,529	
OTHER			2,300	2,300	2,300	
545 INSURANCE	17,251	18,268	18,301	18,301	18,301	0.18%
FLOOD INSURANCE PORTION			401	401	401	
TRICO GENERAL LIABILITY INSURANCE			17,900	17,900	17,900	
546 REPAIR AND MAINTENANCE	8,122	10,000	10,000	10,000	10,000	0.00%
OTHER			7,000	7,000	7,000	
VM-REPAIR AND MAINTENANCE			3,000	3,000	3,000	
547 PRINTING AND BINDING	555	1,000	1,000	1,000	1,000	0.00%
PRINTING & BINDING, SIGNS, BROCHURES			1,000	1,000	1,000	

Monday, October 06, 2014

City of Stuart
2015 Fiscal Budget
Estimated Appropriations

Account	2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT					
1117	CRA					
548 PROMOTIONAL ACTIVITIES	12,428	11,000	11,000	6,000	6,000	-45.45%
MARKETING & PROMOTIONS			11,000	6,000	6,000	
549 OTHER CURRENT CHARGES	1,945	30,000	33,166	33,166	33,166	10.55%
EAST STUART REDEVELOPMENT INITIATIVE			20,000	20,000	20,000	
ECONOMIC REDEVELOPMENT			10,000	10,000	10,000	
FEC RAILWAY 10 PARCEL GROUND LEASE RE TAX			2,100	2,100	2,100	
OTHER			1,066	1,066	1,066	
551 OFFICE SUPPLIES	1,163	2,018	1,800	1,800	1,800	-10.80%
COPY PAPER			1,800	1,800	1,800	
552 OPERATING SUPPLIES	3,668	1,800	2,260	2,260	2,260	25.56%
FUEL FOR TRAM (360 @ \$3.5 P/G)			1,260	1,260	1,260	
UNIFORMS (9 EMPLOYEES)			1,000	1,000	1,000	
554 BOOKS AND MEMBERSHIPS	1,562	1,265	1,691	1,691	1,691	33.68%
APA/AICP MEMBERSHIP			476	476	476	
CRA DISTRICT FEES			175	175	175	
FRA MEMBERSHIP FEES			870	870	870	
MARTIN COUNTY LEADERSHIP			40	40	40	
NOTARY (EVERY 4 YEARS-FY15)			130	130	130	
555 TRAINING	5,223	1,500	2,495	2,495	2,495	66.33%
APA CONFERENCE / CERTIFICATION			745	745	745	
FLORIDA REDEVELOPMENT ASSOC. CONFERENCE			1,500	1,500	1,500	
STUART MAIN STREET CONFERENCES			250	250	250	
557 INDIRECT COSTS (NET)	26,442	33,813	35,607	35,865	35,865	6.07%
TO GENERAL FUND			34,460	34,554	34,554	
TO WATER AND SEWER			1,147	1,310	1,310	
Total OPERATING EXPENSES	142,754	152,248	176,519	183,544	183,544	20.56%
563 INFRASTRUCTURE	14,965	168,000	50,000	959,241	959,241	470.98%
AVAILABLE FOR INFRASTRUCTURE PROJECTS			50,000	959,241	959,241	
Total CAPITAL OUTLAY	14,965	168,000	50,000	959,241	959,241	470.98%
571 PRINCIPAL	237,197	336,474	342,304	382,304	382,304	13.62%
2002 TIF BONDS (9/1/18)			258,304	258,304	258,304	
2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			44,000	44,000	44,000	
TRIANGLE PROPERTY ADDITIONAL PRINCIPAL PAYDOWN			40,000	80,000	80,000	
572 INTEREST	69,375	113,024	99,926	99,926	99,926	-11.59%
2002 TIF BONDS (9/1/18)			48,267	48,267	48,267	
2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			51,659	51,659	51,659	

Monday, October 06, 2014

City of Stuart
2015 Fiscal Budget
Estimated Appropriations

Account	2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT					
1117	CRA					
Total DEBT SERVICE	306,571	449,498	442,230	482,230	482,230	7.28%
582 AIDS TO PRIVATE ORGS	2,599	10,000	10,000	10,000	10,000	0.00%
Total GRANTS AND AIDS	2,599	10,000	10,000	10,000	10,000	0.00%
591 INTRAGOVERNMENTAL TRANSFS	150,337	100,000	90,000	90,000	90,000	-10.00%
TRANSFER TO GEN FUND ECONOMIC STRATEGIES DIVISION			80,000	80,000	80,000	
TRANSFER TO GEN FUND FOR AUDIT			10,000	10,000	10,000	
595 OTHER NONOPERATING USES	5,787	0	5,426	5,426	5,426	0.00%
HEALTH SELF-INSURANCE RESERVE @ 15%			5,426	5,426	5,426	
Total OTHER USES	156,124	100,000	95,426	95,426	95,426	-4.57%
Division CRA	942,500	1,252,421	1,181,187	2,115,538	2,115,538	124.46%
FINANCIAL SERVICES			7,150	7,115	7,115	
BUILDING MAINTENANCE			0	0	0	
INFORMATION SERVICES			0	0	0	
MANAGER			0	0	0	
HUMAN RESOURCES			0	0	0	
COMMISSION			1,010	1,060	1,060	
CUSTOMER SERVICE			1,147	1,310	1,310	
CITY CLERK			1,945	2,022	2,022	
ECONOMIC STRAT			0	0	0	
CITY ATTORNEY			24,356	24,358	24,358	
VEHICLE MAINTENANCE			0	0	0	
WS GENERAL GOV			0	0	0	
Total Indirect Costs			35,608	35,865	35,865	
Division + Consolidated + Indirect Charges:			1,216,795	2,151,403	2,151,403	

City of Stuart 2015 Fiscal Budget Estimated Appropriations
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Account	2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT					
Dept CRA	942,500	1,252,421	1,181,187	2,115,538	2,115,538	68.92%

City of Stuart
2015 Fiscal Budget
Personnel Sheet

1117 CRA

Class	Title	Range/ Step	Current Salary	Prcnt	Range/ Step	Dept Req	Spec Pay	Prcnt	Range/ Step	Mgr Rec	Spec Pay	Prcnt	Range/ Step	Comm Adopt	Spec Pay	
1040	DEVELOPMENT DIRECTOR	27 17	113,972.13	0.05	27 17	5,427	69	0.05	27 17	5,699	69	0.05	27 17	5,699	69	
1055	CRA ADMINISTRATOR	23 9	73,288.77	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380	
2045	CRA PROGRAM MANAGER	15 9	49,601.52	1.00	15 9	49,602	1,020	1.00	15 9	49,602	1,020	1.00	15 9	49,602	1,020	
3041	SENIOR PLANNER	19 8	58,856.61	0.50	19 8	29,428	1,200									
3041	SENIOR PLANNER VACANT POSITION							1.00	19 1	24,743	0	1.00	19 1	24,743	0	
6020	EXEC ADMIN ASSISTANT	13 8	43,940.62	0.10	13 8	4,394	102	0.10	13 8	4,394	102	0.10	13 8	4,394	102	
6045	DIVISION ASSISTANT	12 5	38,859.04	1.00	12 5	38,859	1,020	1.00	12 5	38,859	1,020	1.00	12 5	38,859	1,020	
	BUDGET PART-TIME			1.00		107,512	0	1.00		87,512	0	1.00		87,512	0	
	BUDGET OVERTIME			1.00		5,000	0	1.00		5,000	0	1.00		5,000	0	
	BUDGET MERIT			1.00		0	2,875	1.00		0	2,875	1.00		0	2,875	
Total		Count				6	7,666	6			6,466	6				6,466

2018 Budget

SUNGARD PENTAMATION									
DATE: 03/21/2018									
TIME: 15:21:21									
CITY OF STUART, FL									
EXPENDITURE STATUS REPORT									
PAGE NUMBER: 1									
EXPSTPL1									
SELECTION CRITERIA: expLedgr_key_crgn='1232'									
ACCOUNTING PERIOD: 13/17									
SORTED BY: FUND, DEPARTMENT, ORDER, DIVISION, 1ST SUBTOTAL, ACCOUNT									
TOTALLED ON: FUND, DEPARTMENT, DIVISION, 1ST SUBTOTAL									
PAGE BREAKS ON: FUND, DIVISION									
FUND-001 GENERAL									
DEPARTMENT-1180 PUBLIC WORKS									
ORDER-05									
DIVISION-1232 MICRO-TRANSIT OPERATIONS									
1ST SUBTOTAL-510 PERSONAL SERVICES									
ACCOUNT	TITLE	BUDGET	EXPENDITURES	PERIOD	ENCUMBRANCES	YEAR TO DATE	AVAILABLE	YTD/	
513	OTHER SALARIES AND WAGES	120,238.66	2,069.89			120,238.66	.00	100.00	
521	PICA TAXES	9,204.32	158.35		.00	9,204.32	.00	100.00	
522	RETIREMENT CONTRIBUTIONS	7,439.18	163.93		.00	7,439.18	.00	100.00	
	TOTAL PERSONAL SERVICES	136,882.16	2,392.17		.00	136,882.16	.00	100.00	
1ST SUBTOTAL-530 OPERATING EXPENSES									
534	OTHER SERVICES	8.83	.00		.00	8.83	.00	100.00	
541	COMMUNICATIONS SERVICES	475.06	189.64		.00	475.06	.00	100.00	
543	UTILITY SERVICES	554.28	149.81		.00	554.28	.00	100.00	
546	REPAIR AND MAINTENANCE	7,552.69	74.22		.00	7,552.69	.00	100.00	
547	PRINTING AND BINDING	245.16	214.66		.00	245.16	.00	100.00	
552	OPERATING SUPPLIES	2,027.86	41.70		.00	2,027.86	.00	100.00	
	TOTAL OPERATING EXPENSES	10,863.88	570.03		.00	10,863.88	.00	100.00	
1ST SUBTOTAL-560 CAPITAL OUTLAY									
564	MACHINERY AND EQUIPMENT	.00	.00		.00	.00	-29,943.00	.00	
	TOTAL CAPITAL OUTLAY	.00	.00		.00	.00	-29,943.00	.00	
TOTAL MICRO-TRANSIT OPERATION									
		147,746.04	2,962.20		29,943.00	147,746.04	-29,943.00	120.27	
TOTAL PUBLIC WORKS									
		147,746.04	2,962.20		29,943.00	147,746.04	-29,943.00	120.27	
TOTAL GENERAL									
		147,746.04	2,962.20		29,943.00	147,746.04	-29,943.00	120.27	
TOTAL REPORT									
		147,746.04	2,962.20		29,943.00	147,746.04	-29,943.00	120.27	

City of Stuart
2018 Fiscal Budget
Estimated Appropriations

Account	2016 Audited	2017 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
001	GENERAL					
1232	MICRO-TRANSIT OPERATIONS					
513 OTHER SALARIES AND WAGES	0	127,500	127,500	127,500	127,500	0.00%
TRAM DRIVERS			127,500	127,500	127,500	
521 FICA TAXES	0	9,754	9,735	9,735	9,735	-0.19%
522 RETIREMENT CONTRIBUTIONS	0	9,588	9,588	10,098	10,098	5.32%
524 WORKERS' COMPENSATION	0	0	2,946	2,946	2,946	0.00%
TRICO W/C INSURANCE			2,946	2,946	2,946	
Total PERSONAL SERVICES	0	146,842	149,769	150,279	150,279	2.34%
534 OTHER SERVICES	0	200	0	0	0	-100.00%
541 COMMUNICATIONS SERVICES	0	250	350	350	350	40.00%
PHONE SERVICE			100	100	100	
WIRELESS SERVICE			250	250	250	
543 UTILITY SERVICES	0	750	750	750	750	0.00%
ELECTRICITY			750	750	750	
545 INSURANCE	0	5,000	5,769	5,769	5,769	15.38%
TRICO GENERAL LIABILITY INSURANCE			5,769	5,769	5,769	
546 REPAIR AND MAINTENANCE	0	6,500	6,500	6,500	6,500	0.00%
VM-REPAIR AND MAINTENANCE			6,500	6,500	6,500	
551 OFFICE SUPPLIES	0	0	400	400	400	0.00%
OFFICE SUPPLIES			400	400	400	
552 OPERATING SUPPLIES	0	2,600	8,324	8,324	8,324	220.20%
FUEL 2017 (211.75 TOTAL GALLONS @ \$2)			424	424	424	
MONTHLY GPS MONITORING SYSTEM			5,000	5,000	5,000	
UNIFORMS (12 EMPLOYEES)			2,900	2,900	2,900	
Total OPERATING EXPENSES	0	15,300	22,093	22,093	22,093	44.40%
564 MACHINERY AND EQUIPMENT	0	36,000	41,000	0	0	-100.00%
Grant REPLACEMENT TRAM MTS1 - FDOT GRANT PWP00354-564			20,500	0	0	
REPLACEMENT TRAM MTS1 PWP00354-564			20,500	0	0	
Total CAPITAL OUTLAY	0	36,000	41,000	0	0	-100.00%
Division MICRO-TRANSIT OPERATIO	0	198,141	212,862	172,372	172,372	-13.01%
Division + Consolidated + Indirect Charges:			212,862	172,372	172,372	

2019 Budget

City of Stuart
2019 Fiscal Budget
Estimated Appropriations

Account	2017 Audited	2018 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
001	GENERAL					
1232	MICRO-TRANSIT OPERATIONS					
513 OTHER SALARIES AND WAGES	120,239	127,500	127,500	127,500	127,500	0.00%
TRAM DRIVERS			127,500	127,500	127,500	
521 FICA TAXES	9,204	9,735	9,754	9,754	9,754	0.19%
522 RETIREMENT CONTRIBUTIONS	7,439	10,098	10,532	10,532	10,532	4.29%
524 WORKERS' COMPENSATION	0	2,946	3,179	3,179	3,179	7.91%
TRICO W/C INSURANCE			3,179	3,179	3,179	
Total PERSONAL SERVICES	136,882	150,279	150,964	150,964	150,964	0.46%
534 OTHER SERVICES	9	0	0	0	0	0.00%
541 COMMUNICATIONS SERVICES	475	350	1,000	1,000	1,000	185.71%
PHONE SERVICE			100	100	100	
VERIZON WIRELESS SERVICE			900	900	900	
543 UTILITY SERVICES	554	750	750	750	750	0.00%
ELECTRICITY			750	750	750	
545 INSURANCE	0	5,769	6,226	6,226	6,226	7.92%
TRICO GENERAL LIABILITY INSURANCE			6,226	6,226	6,226	
546 REPAIR AND MAINTENANCE	7,553	15,500	13,000	13,000	13,000	-16.13%
VM-REPAIR AND MAINTENANCE			13,000	13,000	13,000	
547 PRINTING AND BINDING	245	0	0	0	0	0.00%
551 OFFICE SUPPLIES	0	400	400	400	400	0.00%
OFFICE SUPPLIES			400	400	400	
552 OPERATING SUPPLIES	2,028	8,324	8,430	8,430	8,430	1.28%
FUEL 2019 (211.75 TOTAL GALLONS @ \$2.50)			530	530	530	
MONTHLY GPS MONITORING SYSTEM			5,000	5,000	5,000	
UNIFORMS (12 EMPLOYEES)			2,900	2,900	2,900	
Total OPERATING EXPENSES	10,864	31,093	29,806	29,806	29,806	-4.14%
564 MACHINERY AND EQUIPMENT	29,943	0	35,000	35,000	35,000	0.00%
New Grant ! REPLACEMENT GAS DRIVEN TRAM (50% MATCHING)			17,500	17,500	17,500	
New ! REPLACEMENT GAS DRIVEN TRAM (50% MATCHING)			17,500	17,500	17,500	
Total CAPITAL OUTLAY	29,943	0	35,000	35,000	35,000	0.00%
Division MICRO-TRANSIT OPERATIO	177,689	181,372	215,770	215,770	215,770	18.97%
Division + Consolidated + Indirect Charges:			215,770	215,770	215,770	

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APPENDIX H

Ridership Data

Tram Raw Data 2016

Year	Month	Day	Date	Weekend/Weekday	800am	900am	1000am	1100am	1200pm	100pm	200pm	300pm	400pm	500pm	600pm	700pm	800pm	900pm	1000pm	Total Day	Event	
2016	January	1	January 1, 2016	Weekend																0		
2016	January	2	January 2, 2016	Weekend																	193	
2016	January	3	January 3, 2016	Weekend																	147	
2016	January	4	January 4, 2016	Weekday	6	2	5	1	9	16	4	3	2	2	3	8	10			71		
2016	January	5	January 5, 2016	Weekday	3	7	1	4	12	10	7	10	5	5	4	4				72		
2016	January	6	January 6, 2016	Weekday	6	1	1	5	7	9	10	11	17	14	26	18				125		
2016	January	7	January 7, 2016	Weekday	2	6	3	12	11	2	10	7	6	16	10	9	11	12	6	123	Lyric	
2016	January	8	January 8, 2016	Weekday	0	6	0	0	0	1	4	4	6	6	8	9	28	19	16	109	Marine Flea Market	
2016	January	9	January 9, 2016	Weekend	0	17	39	14	17	27	17	15	17	11	55	30	26	16	5	306	Marine Flea Market	
2016	January	10	January 10, 2016	Weekend	0	26	21	30	21	10	25	18								151	Marine Flea Market	
2016	January	11	January 11, 2016	Weekday	3	7	8	24	12	8	3	3	2	2	10	0	3			88		
2016	January	12	January 12, 2016	Weekday	1	4	7	5	0	5	2	5	4	11	11	11	3			69		
2016	January	13	January 13, 2016	Weekday	6	5	4	4	9	14	10	15	10	12	18	22				129		
2016	January	14	January 14, 2016	Weekday	0	0	0	0	0	0	0	7	12	5	8	7	5	11	3	58	***RAIN OUT ***	
2016	January	15	January 15, 2016	Weekend															0			
2016	January	16	January 16, 2016	Weekend	0	33	12	46	26	55	41	121	100	115	120	30	23	22	31	775	Boat Show	
2016	January	17	January 17, 2016	Weekend	0	3	12	41	10	8	14	168	168	168	168					760	Boat Show	
2016	January	18	January 18, 2016	Weekday	3	15	15	20	15	22	4	0	3	6	4	3				110	MLK Parade	
2016	January	19	January 19, 2016	Weekday	5	7	4	16	4	9	0	4	2	3	1					55		
2016	January	20	January 20, 2016	Weekday	0	8	0	3	4	4	0	26								41	Building Bridges Tour	
2016	January	21	January 21, 2016	Weekday	3	8	3	3	7	2	28	8	7	8	49	22	23	3	2	176	Tour/Stein Glass Art Couseal	
2016	January	22	January 22, 2016	Weekday	1	4	0	0	0	0	0	8	4	7	34	25	12	39	19	153	Heavy Rain Morning/ Lyric	
2016	January	23	January 23, 2016	Weekend	0	0	2	4	4	0	0	6	0	0	0	5	2			28		
2016	January	24	January 24, 2016	Weekend	0	3	17	22	56	17	15	10								140		
2016	January	25	January 25, 2016	Weekday	6	2	3	2	0	10	3	2	4	9	0	0	12			93		
2016	January	26	January 26, 2016	Weekday	3	6	1	8	9	11	1	12	8	7	21	5				92	Tour/ Lyric	
2016	January	27	January 27, 2016	Weekday	1	2	4	5	0	6	4	6	4	5	4					41	Heavy Rain All Day	
2016	January	28	January 28, 2016	Weekday	2	6	4	4	2	3	1	5	3	2	28	12	14	5		91	Rain All Day	
2016	January	29	January 29, 2016	Weekday	5	3	0	6	8	5	0	1	8	13	30	21	15	14		129		
2016	January	30	January 30, 2016	Weekend	0	2	11	17	16	14	18	0	10	3	10	6	4	6		117		
2016	January	31	January 31, 2016	Weekend	0	12	12	13	16	35	36	26	8							158		
2016	February	1	February 1, 2016	Weekday	3	2	7	7	2	8	12	3	7	6	3	2				62		
2016	February	2	February 2, 2016	Weekday	2	5	6	0	8	3	8	0	3	5	5	4				49	Rain for 30 minutes	
2016	February	3	February 3, 2016	Weekday	9	6	2	8	6	18	16	0	20	23	42	12	2			164		
2016	February	4	February 4, 2016	Weekday	2	4	12	0	5	14	3	2	2	3	3	2	0	12		64		
2016	February	5	February 5, 2016	Weekday	8	5	7	4	5	5	14	0	0	0	8	13	0	0	12	81		
2016	February	6	February 6, 2016	Weekend	0	10	10	9	0	15	6	32	37	37	50	41	61	32		340	Rain 7 am-10 am	
2016	February	7	February 7, 2016	Weekend	0	0	4	7	9	2	13	18	3	2						58	Super Bowl Sunday	
2016	February	8	February 8, 2016	Weekday	3	0	2	10	2	3	0	6	5	2	3	4				40	Cold	
2016	February	9	February 9, 2016	Weekday	3	4	1	27	24	14	13	4	5	3	6	2				106	Cold	
2016	February	10	February 10, 2016	Weekday	7	5	8	1	0	9	10	0	8	14	4	7	12			85		
2016	February	11	February 11, 2016	Weekday	12	3	4	10	18	16	30	0	5	3	19	0	5	3		128		
2016	February	12	February 12, 2016	Weekday	3	7	2	8	11	6	9	14	23	12	8	15	9	6		133		
2016	February	13	February 13, 2016	Weekend	0	5	5	9	5	18	20	17	23	34	28	34	20	23	21	262		
2016	February	14	February 14, 2016	Weekend	0	4	13	11	30	37	34	41	15	3						188		
2016	February	15	February 15, 2016	Weekday	8	4	6	10	10	20	10	18	8	0	21	6				121	Tour	
2016	February	16	February 16, 2016	Weekday	1	2	8	6	4	9	8	0	17	3	12	17				87		
2016	February	17	February 17, 2016	Weekday	2	2	16	13	0	0	2	30	29	19	19	11				143		
2016	February	18	February 18, 2016	Weekday	11	3	10	5	3	6	15	11	19	18	16	16	21			156	Lyric	
2016	February	19	February 19, 2016	Weekday	2	5	11	4	13	8	15	17	21	18	9	8	2	11		144	Rain	
2016	February	20	February 20, 2016	Weekend	8	10	23	9	15	14	50	60	23	28	30	24	11			305	Art Fest	
2016	February	21	February 21, 2016	Weekend	0	22	42	51	66	64	27	58	67	18						415	Art Fest	
2016	February	22	February 22, 2016	Weekday	4	8	5	5	5	5	7	9	3	7	8	2				68		
2016	February	23	February 23, 2016	Weekday	3	6	6	9	9	11	1	9	9	9	0	0	8			71	Rain	
2016	February	24	February 24, 2016	Weekday	4	4	5	14	9	16	5	2	3	6	2					70	Tour Red Hatters	
2016	February	25	February 25, 2016	Weekday	4	9	8	0	9	8	9	2	14	0	1	14	19	19		116	Tour	
2016	February	26	February 26, 2016	Weekday	5	6	21	12	11	18	6	2	3	7	14	7	8	18		138	Lyric	
2016	February	27	February 27, 2016	Weekend	10	23	74	41	26	48	33	35	30	43	38	17	27	33		478	Craft Fair	
2016	February	28	February 28, 2016	Weekend	0	40	47	32	71	61	75	63	77	28						494	Craft Fair	
2016	February	29	February 29, 2016	Weekday	2	1	6	12	1	2	3	6	3	2	8	18				64		
2016	March	1	March 1, 2016	Weekday	0	6	0	3	0	0	5	5	3	4	6	17	0			49		
2016	March	2	March 2, 2016	Weekday	7	9	2	11	14	4	9	12	11	9	11	19	0			118		
2016	March	3	March 3, 2016	Weekday	11	6	16	2	33	16	6	2	4	17	14	11	5			143	41 hour (City Hall)	
2016	March	4	March 4, 2016	Weekday	7	3	0	2	6	4	5	14	5	18	21	24	11	22		142	52 hour (Kwame)	
2016	March	5	March 5, 2016	Weekend	0	2	0	0	5	8	2	10	32	26	29	36	11			161		
2016	March	6	March 6, 2016	Weekend	10	15	20	15	30	15	10	7								122	95hour	
2016	March	7	March 7, 2016	Weekday	4	0	2	4	10	6	12	1	4	3		5	4	17		72	HS104	
2016	March	8	March 8, 2016	Weekday	16	13	8	9	17	32	31	0	5	9	16	14	0			170		
2016	March	9	March 9, 2016	Weekday	5	16	0	3	8	2	4	6	15	5	3	6	0			63		
2016	March	10	March 10, 2016	Weekday	3			2	8	6	4	2	3	5	5	10	2	15	0	65	160 tour baptist	
2016	March	11	March 11, 2016	Weekday	11	8	3	7	12	5	10	20	7	30	3	0	7	16		139		
2016	March	12	March 12, 2016	Weekend		2	3	5	5	5	18	21	11	27	17	24	27	9		174		

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event	
2016	March	13	March 13, 2016	Weekend		12	23	32	38	21	32	37	28	25						248		
2016	March	14	March 14, 2016	Weekday	3	0	0	4	0	9	6	10	14	3	5	6	0			60		
2016	March	15	March 15, 2016	Weekday	5	10	16	12	8	13	0	4	15	22	15	11	7	7	3	148		
2016	March	16	March 16, 2016	Weekday	2	3	1	8	4	2	3	1	2	3	6	17	0			52		
2016	March	17	March 17, 2016	Weekday	5	9	20	3	20	15	15	6	10	7	20	15	18	8	0	171		
2016	March	18	March 18, 2016	Weekday	2	4	0	4	0	5	5	13	25	32	24	29	29	8	0	180		
2016	March	19	March 19, 2016	Weekend		4	7	7	0	9	0	5	5	5	12	16	36	14	25	0	140	Rain Btwn 9 to 12 Rain Btwn 4 to 6
2016	March	20	March 20, 2016	Weekend						25	21	28	20	13		6	6			107		
2016	March	21	March 21, 2016	Weekday	0	2	0	4	12	7	7	6	4			6	6			47		
2016	March	22	March 22, 2016	Weekday	9	9	2	3	6	12	11	14	2	13	10	9				100		
2016	March	23	March 23, 2016	Weekday	6	10	6	5	8	8	11	9	14	14	39	35				165		
2016	March	24	March 24, 2016	Weekday	2	9	12	10	4	9	16	9	10	25	13	27	10			156		
2016	March	25	March 25, 2016	Weekday	2	2	1	0	0	5	11	3	12	7	24	11	5			88		
2016	March	26	March 26, 2016	Weekend	4	10	14	13	10	16	2	7	11	14	13	9	6	8	0	137		
2016	March	27	March 27, 2016	Weekend		1	2	11	12	7	16	1	10							60		
2016	March	28	March 28, 2016	Weekday	0	0	3	3	0	8	9	0	11	2	11	6	0			56		
2016	March	29	March 29, 2016	Weekday	0	0	0	1	0	15	1	4								21	Rain Btwn 4 to 8	
2016	March	30	March 30, 2016	Weekday	6	9	6	7	8	9	4	4	0	3	7	9	10	3		85		
2016	March	31	March 31, 2016	Weekday	0	3	3	2	2	3	7	5	2	16	10	12	14	0		79		
2016	April	1	April 1, 2016	Weekday	5	1	7	6	10	8	1	7	18	16	26	27	43	5		180		
2016	April	2	April 2, 2016	Weekend		3	3	8	10	9	15	23	22	29	21	22	10	4		179		
2016	April	3	April 3, 2016	Weekend		0	21	12	10	7	15	3	6	2						76		
2016	April	4	April 4, 2016	Weekday																72	Rain Btwn 8 to 2	
2016	April	5	April 5, 2016	Weekday	2	8	10	7	6	2	11	14	6	12	15	13	0			106		
2016	April	6	April 6, 2016	Weekday	5	3	7	12	9	0	3	8	4	19	18	18	2			108		
2016	April	7	April 7, 2016	Weekday	3		3	10	15	22					12	30				95	25tor	
2016	April	8	April 8, 2016	Weekday	3	4	4	13	11	16		19	5	21	36	12	5	22		171		
2016	April	9	April 9, 2016	Weekend		27	13	5	5	0	17	39	19	41	52	24	5	21		268		
2016	April	10	April 10, 2016	Weekend		15	2	38	21	37	44	27	8	14						206		
2016	April	11	April 11, 2016	Weekday	3	1	14	16	13	6	1	3	4	8	18	12	1			100		
2016	April	12	April 12, 2016	Weekday	0	6	12	15	0	3	5	10	10	59	26	21	21			188		
2016	April	13	April 13, 2016	Weekday	3	3	6	27	26	16	12	3	0	6	17	11	7			137		
2016	April	14	April 14, 2016	Weekday	11	6	11	16	25	11	9	3	4	4	9	3	7			119		
2016	April	15	April 15, 2016	Weekday	3	4	5	9	6	6	12	12	9	4	2	4	22	25	3	101	Rain at 3 pm and 5 pm	
2016	April	16	April 16, 2016	Weekend		5	20	19	42	12	12	9	4	2	4	4	3	4		140		
2016	April	17	April 17, 2016	Weekend		6	19	37	28	56	32	37	10	7						232		
2016	April	18	April 18, 2016	Weekday	3	8	6	8	2	10	2	0	4	17	18	26	13	19		136		
2016	April	19	April 19, 2016	Weekday	5	4	7	4	7	6	8	5	9	9	6	9	8	11		89		
2016	April	20	April 20, 2016	Weekday	8	4	4	11	8	3	5	0	0	4	6	3	7			63		
2016	April	21	April 21, 2016	Weekday	0	1	1	3	5	3	0	9	5	16	16	22	9	3		92		
2016	April	22	April 22, 2016	Weekday	0	2	28	22	13	16	18	1	3	10	19	45	21	18	15	231	28tor	
2016	April	23	April 23, 2016	Weekend		4	19	20	20	6	10	38	53	31	26	18	13	8		266		
2016	April	24	April 24, 2016	Weekend		0	39	32	29	45	33	29	35	13						255		
2016	April	25	April 25, 2016	Weekday	1	3	11	3	3	13	9	6	18	9	6	8	7			97		
2016	April	26	April 26, 2016	Weekday	0	6	1	7	0	9	3	0	4	4	3	6	9	0		48		
2016	April	27	April 27, 2016	Weekday	3	1	4	12	22	4	3	0	5	21	0	7	0			82		
2016	April	28	April 28, 2016	Weekday	5	7	2	6	12	11	3	6	7	14	27	2	2			104		
2016	April	29	April 29, 2016	Weekday	0	0	4	8	2	7	4	19	6	26	19	23	31			149		
2016	April	30	April 30, 2016	Weekend			17	21	9	21	4	13	9	22	17	37	29	28	6	233	40tor	
2016	May	1	May 1, 2016	Weekend		0	11	3	11	17	13	11	7	8	5	21	14	6	3	134		
2016	May	2	May 2, 2016	Weekday	0	1	3	6	3	1	2	13	7	12	27	13	9			97		
2016	May	3	May 3, 2016	Weekday	2	2	2	14	4	7	3	16	12	17	6	6	0			91		
2016	May	4	May 4, 2016	Weekday	1	2	0	6	5	1	2	rain	rain	3	2	3	0			25		
2016	May	5	May 5, 2016	Weekday	1	2	5	13	13	8	8	9	13	17	26	24	16	8	0	163		
2016	May	6	May 6, 2016	Weekday	14	4	14	9	11	16	11	3	5	25	27	12	14	20		185		
2016	May	7	May 7, 2016	Weekday	1	6	4	8	3	11	7	0	9	9	3	9	12	4	0	77		
2016	May	8	May 8, 2016	Weekend		1	0	0	2	5	3	1	7	7	4	3	0	0	0	40		
2016	May	9	May 9, 2016	Weekday	1	12	7	0	8	1	6	4	1	9	7	14	1			71		
2016	May	10	May 10, 2016	Weekday	3	4	7	6	7	1	2	1	3	5	0	6	1			46		
2016	May	11	May 11, 2016	Weekday	8	4	8	20	12	21	8	2	1	7	1	0	1	0		93		
2016	May	12	May 12, 2016	Weekday	6	2	5	7	1	1	0	1	4	15	6	17	1	0	0	66		
2016	May	13	May 13, 2016	Weekday	0	1	0	0	4	6	2	5	0	2	9	5	7	2	0	43		
2016	May	14	May 14, 2016	Weekend		0	1	0	5	4	7	15	11	2	9	7	10	15	0	91		
2016	May	15	May 15, 2016	Weekend		0	3	7	4	2	2	7	2							27		
2016	May	16	May 16, 2016	Weekday	0	0	4	3	2	6	0	2	8	6	10	6	0			47		
2016	May	17	May 17, 2016	Weekday																48	17hour 25tor 27tor - 50 g warden	
2016	May	18	May 18, 2016	Weekday	1	3	0	Weekday		4	11	4	0	9	3	4	0	1		40		
2016	May	19	May 19, 2016	Weekday	3	0	22	18	6	4	6	0	4	4	6	0	0	0		73		
2016	May	20	May 20, 2016	Weekday	0	0	6	2	11	13	8	8	2	5	18	25	22	10	0	122	rain 3:00 pm	
2016	May	21	May 21, 2016	Weekend		0	3	7	7	11	31	21	8	22	27	45	32	16	21	25	276	
2016	May	22	May 22, 2016	Weekend		2	6	7	7	3	12	8	7	0						52		
2016	May	23	May 23, 2016	Weekday	0	6	3	6	2	8		0	0	2	12	10	0			49	88tor	

Year	Month	Day	Date	Weekend/Weekday	800am	900am	1000am	1100am	1200pm	100pm	200pm	300pm	400pm	500pm	600pm	700pm	800pm	900pm	1000pm	Total Day	Event	
2016	May	24	May 24, 2016	Weekday	2	7	4	14	36	11	14	4	4	2	10	5	0	0		113		
2016	May	25	May 25, 2016	Weekday	2	2	19	3	3	5	2	0	3	0	0	11	0	0		50		
2016	May	26	May 26, 2016	Weekday	1	3	3	12	8	4	2	3	0	5	0	11	19	0	5	76		
2016	May	27	May 27, 2016	Weekday	0	22	8	26	13	18	11				12	32	9	2		153	Rain btwn 3 pm to 5 pm	
2016	May	28	May 28, 2016	Weekend	0	0	7	13	5	15	29	0	18	15	3	7	25	18	0	155		
2016	May	29	May 29, 2016	Weekend	4	4	8	19	3	13	9	10								66	Rain btwn 4 pm to 10 pm	
2016	May	30	May 30, 2016	Weekday	14	10	10	10	6	0	3	10	0	8	5	0	0			66		
2016	May	31	May 31, 2016	Weekday	8	13	9	1	7	2	2	2	1	2	12	1	5			65		
2016	June	1	June 1, 2016	Weekday	3	1	2	10	7	3	2	1	2	3	7	6	0			47		
2016	June	2	June 2, 2016	Weekday	4	0	2	2	10	0	2	0	2	3	5	0	13	13	10	66		
2016	June	3	June 3, 2016	Weekday	0	2	0	8	2	9	4	0	0	0	5	7	7	9	0	53		
2016	June	4	June 4, 2016	Weekend	4	0	0	20	8	0	25	2	5	12	25	17	21	0	0	139		
2016	June	5	June 5, 2016	Weekend	1	0	3	3	5	0	33	8	8	13	5	8	5			89		
2016	June	6	June 6, 2016	Weekday	1	4	9	5	7	1	7	5	6	3						48	Rain btwn 6 pm to 8pm	
2016	June	7	June 7, 2016	Weekday	5	6	9	5	18	7	16	14	24	0	4	1	1			110		
2016	June	8	June 8, 2016	Weekday	3	2	3	8	9	1		1	2	0						29	t 2:00 pm and Rain btwn 6 pm to 11pm	
2016	June	9	June 9, 2016	Weekday	10	3	1	1	4		0	3	7	4	16	2	1	3	0	95		
2016	June	10	June 10, 2016	Weekday	5	6	7	18	13	1	15	5	1	11	26	6	0	0	0	114	30 bbr rain 5:00 pm	
2016	June	11	June 11, 2016	Weekend	2	7	1	7	13	16	30	12	11	46	19	49	13	0	226			
2016	June	12	June 12, 2016	Weekend	0	5	5	11	4	7	3	15	5	0	3	4	10	5	0	77		
2016	June	13	June 13, 2016	Weekday	0	3	1	3	2	2	1	1	5	2	9	0	0			29		
2016	June	14	June 14, 2016	Weekday	5	5	14		16	16	1	4	6	3	5	8	0			69	30bb - 27bb	
2016	June	15	June 15, 2016	Weekday	0	3	3	0	5	8	4	11	1	2	6	11	0			54		
2016	June	16	June 16, 2016	Weekday	3	2	2		18	9	2	4	6							44	30b-33bb Rain btwn 5 pm to 10pm	
2016	June	17	June 17, 2016	Weekday	1	2	0	7	2	9	7	8	1	13	7	18	16	22	0	89	Rain btwn 11 am to 1pm	
2016	June	18	June 18, 2016	Weekend	4	0	7	2	9	7	6	12								47	Rain btwn 5 pm to 10pm	
2016	June	19	June 19, 2016	Weekend	0	13	19	2	11	8	18	24	19	2	2	4	0			122		
2016	June	20	June 20, 2016	Weekday	1	8	13	8	16	13	15	3	11	4	5	0	0			97		
2016	June	21	June 21, 2016	Weekday	7	7	6	13	5	4	19	14	23	16	36	31	15	19	0	215		
2016	June	22	June 22, 2016	Weekday	2	2	3	0	2	6	5	17	8	3	0	17	0			65		
2016	June	23	June 23, 2016	Weekday	2	5	5	8	7	6	6	9	6	5	13	8	5	3	0	88		
2016	June	24	June 24, 2016	Weekday	0	3	3	3	8	8	3	1	26	29	56	12	3	3	0	158		
2016	June	25	June 25, 2016	Weekend	2	9	9	9	8	3	9	0	0	11	18	18	6	3	0	96		
2016	June	26	June 26, 2016	Weekend	2	2	2	6	3	16	28	11	5	0						73		
2016	June	27	June 27, 2016	Weekday	2	8	0	5	18	7	0	2	2	7	32	9	0	0		92		
2016	June	28	June 28, 2016	Weekday	0	0	5	5	11	6	0	14	6	2	4	27	0			80		
2016	June	29	June 29, 2016	Weekday	1	0	5	5	5	7	4	9	4	2	6	12	0			55	35tour - 31tour	
2016	June	30	June 30, 2016	Weekday	0	8	0	2	4	0	3	1	2	9	6	6	6	0	0	41		
2016	July	1	July 1, 2016	Weekday	5	6	7	3	4	5	4	10	3	0	5	21	6	7	0	86		
2016	July	2	July 2, 2016	Weekend	1	9	12	12	6	10	14	17	3							113	Rain btwn 12 pm to 2pm	
2016	July	3	July 3, 2016	Weekend	5	12	14	6	10	14	17	3								81		
2016	July	4	July 4, 2016	Weekday	1	0	21	20	4	5	2	10	0	4	0	2	0			954	Independence Day	
2016	July	5	July 5, 2016	Weekday	1	10	3	11	5	4	12	1	0	0	12	20	0			69		
2016	July	6	July 6, 2016	Weekday	0	1	29	0	1	8	1	8	15	11	8	26	7			79		
2016	July	7	July 7, 2016	Weekday	0	6	2	6	16	6	4	9	10	11	9	12	23	14	0	128		
2016	July	8	July 8, 2016	Weekday	0	2	6	4	5	6	4	0	16	13	16	14	22	17	8	133		
2016	July	9	July 9, 2016	Weekend	2	4	0	0	18	8	1	13	20	4	6	0	7	0		83		
2016	July	10	July 10, 2016	Weekday	7	10	9	7	5	6	5	4	7	13	12	6	0			91		
2016	July	11	July 11, 2016	Weekday	2	11	4	10	1	5	2	4	2	14	5	19	8			87		
2016	July	12	July 12, 2016	Weekday	9	4	4	6	12	5	4	8	14	6	18	7	0			93		
2016	July	13	July 13, 2016	Weekday	4	0	0	0	2	2	6	4	4	0	5	4	21	19	0	71		
2016	July	14	July 14, 2016	Weekday	2	4	1	0	15	2	6	1	7	10	10	36	41	13	7	155		
2016	July	15	July 15, 2016	Weekday	0	5	2	2	23	8	20	3	34	29	36	18	32	15		225		
2016	July	16	July 16, 2016	Weekend	0	7	3	15	10	11	5	8								59	26tour	
2016	July	17	July 17, 2016	Weekday	10	7	9	3	7	2	6	0	13	0	3	0	0	0		60		
2016	July	18	July 18, 2016	Weekday	4	14	7	13	4	6	2	5	6	3	7	14	5			90		
2016	July	19	July 19, 2016	Weekday	7	8	4	3	3	8	15	9	4	8	11	4	2			86		
2016	July	20	July 20, 2016	Weekday	9	4	2	4	22	14	13	9	2	21	17	4	8	13	0	142		
2016	July	21	July 21, 2016	Weekday	0	9	0	0	12	19	0	19	11	20	13	5	21	16	0	145		
2016	July	22	July 22, 2016	Weekday	2	2	2	1	3	9	6	0	12	13	10	22	28	17	9	134		
2016	July	23	July 23, 2016	Weekend	6	13	16	21	8	3	7	7	5							86		
2016	July	24	July 24, 2016	Weekday	0	7	5	0	11	9	2	1	2	3	4					44		
2016	July	25	July 25, 2016	Weekday	4	6	10	11	9	10	13	3	1	0	3	0	0			70		
2016	July	26	July 26, 2016	Weekday	5	15	5	3	10	5	3	3	6	6	0	0	0			63		
2016	July	27	July 27, 2016	Weekday	5	1	5	1	3	1	12	0	9	7	16	18	9	5	5	0	92	
2016	July	28	July 28, 2016	Weekday	1	4	25	4	25	4	2	7	2	1	16	40	7	9	8	0	149	
2016	July	29	July 29, 2016	Weekday	4	20	4															
2016	July	30	July 30, 2016	Weekday	5	2	3	7	6	7	6	12	3	4						55	Rain btwn 9 am to 11am	
2016	July	31	July 31, 2016	Weekend	5	2	3	7	6	7	6	12	3	4								
2016	August	1	August 1, 2016	Weekday	5	1	5	4	7	2	4	3	7	7	2	19				66	30bb-33bb-31bb	
2016	August	2	August 2, 2016	Weekday	3	5														66		
2016	August	3	August 3, 2016	Weekday	8	3	1	0	4	21	13	4	5	3	6	20	6			94		

Year	Month	Day	Date	Weekend/Weekday	800am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event		
2016	August	4	August 4, 2016	Weekday	9	3	7	6	2	4	12							14	10	84	Rain btwn 3 pm to 5pm 34gw-45gw		
2016	August	5	August 5, 2016	Weekday	0	3		3		11	6	28	3	1	8	9	2	20	11	94			
2016	August	6	August 6, 2016	Weekend		3	2	9	10	0	2	2	2	5	12	16	22	14		99			
2016	August	7	August 7, 2016	Weekend		13	6	19	15	12	24	10	9		0	3	2			108			
2016	August	8	August 8, 2016	Weekday	4	0	4	3	6	2	2	3	2	0	3	2	0			31	36tour-29cur-27four		
2016	August	9	August 9, 2016	Weekday	0	3		9			13	0	4	6	3	0	0			38			
2016	August	10	August 10, 2016	Weekday	4	3	9	0	3	12	0	2	2	0	5	22	0			62			
2016	August	11	August 11, 2016	Weekday	1	0	4	1	2	0	8	5	12	10	6	2	7	10	0	68			
2016	August	12	August 12, 2016	Weekday	0	7	14	9	13	8	0	8	6	10	16	28	52	16	0	187			
2016	August	13	August 13, 2016	Weekend	0	5	2	10	3	7	11	9	16	17	34	14	22	0	150				
2016	August	14	August 14, 2016	Weekend	5	16	9	6	23	29	20	0							108				
2016	August	15	August 15, 2016	Weekday	0	1	3	0	2	3	5	2	4	0	2	6	0		28				
2016	August	16	August 16, 2016	Weekday	2	3	1	2	3	0	8	3	2	4	4	16	18	2		64			
2016	August	17	August 17, 2016	Weekday	2	5	1	3	12	13	19									95	Rain btwn 3 pm to 8pm		
2016	August	18	August 18, 2016	Weekday	1	2	0		3	1	0	5	0	2	9	8	5	20	0	53	Rain at 12pm		
2016	August	19	August 19, 2016	Weekday	1	1	5	4	3	7	3	10	5	23	44	65	70	29	0	270	Dancing in the Streets		
2016	August	20	August 20, 2016	Weekend							6		1		0	0	0		0	30	Rain at 3pm		
2016	August	21	August 21, 2016	Weekend	3	4	2	3	16	5	0	4	1	0	5	0	0			41			
2016	August	22	August 22, 2016	Weekday	4	10	3	2	4	7	1	7	6	9	5	0	0			58			
2016	August	23	August 23, 2016	Weekday	0	1	8	14	3	2	2	0	1	1	1	2	0			35			
2016	August	24	August 24, 2016	Weekday	1	3	1	3	10	8	26	3	6	3	2	1	2	14	11	0	88	Rain at 5pm	
2016	August	25	August 25, 2016	Weekday	3	5	3	3	18	14	8	2	3	3	2	3	4	11	1	88			
2016	August	26	August 26, 2016	Weekend	1	4	7	15	7	4	17	2	15	16	15	16	22	12	8	146			
2016	August	27	August 27, 2016	Weekend	0	0	7	6	3	9	17	15	8						65				
2016	August	28	August 28, 2016	Weekend	3	1	0	6	15	15	6	1	2	4	7	7	0		67				
2016	August	29	August 29, 2016	Weekday	8	2	10	4	4	2	0	0	2	2	6	7	0		45	Rain btwn 3 pm to 4pm			
2016	August	30	August 30, 2016	Weekday	0	3	1	2	5	4	5	3	1	5	5	0	3		37				
2016	September	1	September 1, 2016	Weekday	2	4	7	4	4	5	9	3	0	0	4	6	4	9	0	61			
2016	September	2	September 2, 2016	Weekday	2	7	7	6	3	4	7	0	9	11	5	11	26	23	0	121			
2016	September	3	September 3, 2016	Weekend	0	2	10	2	1	0	0	7	5	7	38	30	31	0	193	Rain at 3pm			
2016	September	4	September 4, 2016	Weekend	3	11	16	11	8	10	16	4	9	9	3	0			88				
2016	September	5	September 5, 2016	Weekday	0	5	3	9	9	8	1	24	9	9	3	0			80				
2016	September	6	September 6, 2016	Weekday	2	2	3	7	0	3	4	5	2	2	2	16	0		48				
2016	September	7	September 7, 2016	Weekday	0	5	12	16	2	18	5	0	2	5	0	2	10			77			
2016	September	8	September 8, 2016	Weekday	0	7	11	9	13	2	4	0	7	6	2	4	0	13	0	78			
2016	September	9	September 9, 2016	Weekday	0	0	1	0	4	4	3	5	5	19	23	25	55	30	0	174			
2016	September	10	September 10, 2016	Weekend	2	5	18	1	2	10	0	0	0	22	19	48	39	23	4	193			
2016	September	11	September 11, 2016	Weekend	2	7	5	6	12	7	17	5	0	1	1	4	3	0	61		61		
2016	September	12	September 12, 2016	Weekday	0	1	2	3	0	8	0	3	1	1	4	3	0		26		26		
2016	September	13	September 13, 2016	Weekday	4	4	3	8	2	4	6	1	4	5	8	11	0		60		60		
2016	September	14	September 14, 2016	Weekday	0	2	5	6	4	4	12	3	1	1	0	2	2		42		42		
2016	September	15	September 15, 2016	Weekday	3	4	2	3	0	11	13	1	2	4	2	5	12	5	5	72			
2016	September	16	September 16, 2016	Weekday	3	7	9	5	6	11	17	4	3	12	11	28	18	17	0	151			
2016	September	17	September 17, 2016	Weekend	13	2	0	5	14	16	5	14	22	35	52	41	36	13	268		268		
2016	September	18	September 18, 2016	Weekend	2	5	1	4	4	4	2	9	9	3	2	8	2	6	0	21	Rain btwn 9 am to 1pm 32parad		
2016	September	19	September 19, 2016	Weekday	5	2	3	3	5	3	8	0			1	1	0		40	Rain btwn 4 pm to 5pm and 7 P			
2016	September	20	September 20, 2016	Weekday	9	13	0	2	5	11	3	8	12	15	1	0			27	Rain btwn 5 pm to 8pm			
2016	September	21	September 21, 2016	Weekday	7	9	9	12	2	12	2	5	3	4	22	12	7	2	0	108			
2016	September	22	September 22, 2016	Weekday	5	2	4	6	11	11	2	6	3	11	7	35	31	21	0	152			
2016	September	23	September 23, 2016	Weekend	1	4	2	17	4	3	3	2	10	18	14	16	30	0	124		124	Rain at 4pm	
2016	September	24	September 24, 2016	Weekend	0	0	6	8	7	15	11	5	0	0	0	0	0	0	52		52		
2016	September	25	September 25, 2016	Weekend	0	1	2	4	3	4	4	0	9	1	14	2	0	4	42		42		
2016	September	26	September 26, 2016	Weekday	0	1	2	4	3	4	1	4	0	1	4	2	0	4		20		20	
2016	September	27	September 27, 2016	Weekday						7	5	4	12	16	17	5	1	3	7	0	84		
2016	September	28	September 28, 2016	Weekday						2	5	5	2	3	2	3	1	5	0	9	38		
2016	September	29	September 29, 2016	Weekday						2	5	3	4	3	5	10	19	33	11	4	192		
2016	September	30	September 30, 2016	Weekend		7	3	11	10	13	16	26	5	19	15	19	33	11	5	11	82		
2016	October	1	October 1, 2016	Weekend		1	1	5	9	5	21	12	2	5	13	9	1	0	0	4	192		
2016	October	2	October 2, 2016	Weekend	0	2	4	4	9	3	3	5	13	9	1	0	0	0	0	56		56	
2016	October	3	October 3, 2016	Weekday	3	4	5	6	10	5	4	2	3	0	0	6	0	0	48		48		
2016	October	4	October 4, 2016	Weekday	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6		6		
2016	October	5	October 5, 2016	Weekday	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	suspended suspended	
2016	October	6	October 6, 2016	Weekday																0			
2016	October	7	October 7, 2016	Weekday																0			
2016	October	8	October 8, 2016	Weekend																0			
2016	October	9	October 9, 2016	Weekend																0			
2016	October	10	October 10, 2016	Weekday	7	3	3	6	8	11	6	2	3	7	3	4	0	0	25	0	79		
2016	October	11	October 11, 2016	Weekday	0	0	2	2	0	9	1	0	4	7	4	6	0	0	0	63		63	
2016	October	12	October 12, 2016	Weekday	0	5	4	10	11	6	2	4	5	4	0	3	0	0	0	35		35	
2016	October	13	October 13, 2016	Weekday	1	4	5	3	13	6	3	4	0	6	8	3	11	3	0	70		70	
2016	October	14	October 14, 2016	Weekday	0	3	0	3	13	6	5												

Year	Month	Day	Date	Weekend/Weekday	800am	900am	1000am	1100am	1200pm	100pm	200pm	300pm	400pm	500pm	600pm	700pm	800pm	900pm	10:00pm	Total Day	Event
2016	October	15	October 15, 2016	Weekend		9	27	22	19	35	15	46	17	28	8	19	52	33	0	330	
2016	October	16	October 16, 2016	Weekend		1	15	89	67	39	36	15	0	0	0	0	0		262		
2016	October	17	October 17, 2016	Weekday	0	5	4	19	7	11	5	6	1	6	0	0	0		64		
2016	October	18	October 18, 2016	Weekday	0	1	2	4	7	8	3	5	4	0	2	2	0		38		
2016	October	19	October 19, 2016	Weekday	3	5	3	16	15	12	7	0	4	3	6	3	9		86	val cl98	
2016	October	20	October 20, 2016	Weekday	3	2	0	4	14	2	14	0	0	7	8	5	15	6	0	80	
2016	October	21	October 21, 2016	Weekday	1	98	58	13	9	3	4	4	6	4	10	29	27	10	0	316	
2016	October	22	October 22, 2016	Weekend		9	13	16	9	30	45	53	33	13	29	11	31	12		304	
2016	October	23	October 23, 2016	Weekend		10	13	8	22	23	26	32	28	0						162	
2016	October	24	October 24, 2016	Weekday	2	2	4	3	12	11	5	1	5	1	3	4	0	0		53	
2016	October	25	October 25, 2016	Weekday	4	5	8	13	9	13	2	3	16	10	17	9	0			109	
2016	October	26	October 26, 2016	Weekday	2	2	0	5	2	3	3	2	1	3	3	1	0	0		27	
2016	October	27	October 27, 2016	Weekday	4	3	6	8	6	18	8	1	2	4	3	3	3	4	0	73	
2016	October	28	October 28, 2016	Weekday	0	3	5	9	7	15	7	7	6	17	13	16	18	10		133	
2016	October	29	October 29, 2016	Weekend		0	0	14	3	4	1	4	3	13	11	14	19	16	0	102	
2016	October	30	October 30, 2016	Weekend		9	6	7	8	4	8	10	12	3						67	505trunktr
2016	October	31	October 31, 2016	Weekday	4	4	3	2	6	3	34	5	0	100	100	102	102	112		577	Halloween
2016	November	1	November 1, 2016	Weekday	6	7	8	18	14	8	3	8	4	5	10	11	0	0		102	
2016	November	2	November 2, 2016	Weekday	1	1	1	2	4	15	7	3	4	5	3	6	0	0		52	
2016	November	3	November 3, 2016	Weekday	0	1	1	5	12	9	11	0	2	13	5	0	4	0	0	63	
2016	November	4	November 4, 2016	Weekday	5	4	7	9	11	8	3	14	2	13	19	10	9	23	6	949	Air Show
2016	November	5	November 5, 2016	Weekend		0	1	9	3	7	9	11	10	21	6	16	19	18	6	1430	Air Show
2016	November	6	November 6, 2016	Weekend		2	2	7	4	2	12	10	2	0	932					973	Air Show
2016	November	7	November 7, 2016	Weekday	5	6	17	11	6	8	14	11	17	9	1	0	0	0		105	
2016	November	8	November 8, 2016	Weekday	1	1	29	2	15	15	19	7	5	4	1	4	0			103	
2016	November	9	November 9, 2016	Weekday	1	4	2	17	26	4	6	3	2	4	4	6	0	0		79	
2016	November	10	November 10, 2016	Weekday	0	1	3	10	11	5	10	3	2	14	22	10	48	16	6	161	
2016	November	11	November 11, 2016	Weekday	3	18	26	23	9	3	10	25	17	17	11	20	26	15	0	223	
2016	November	12	November 12, 2016	Weekend		3	2	6	18	8	4	2	5	15	25	18	12	6	0	124	
2016	November	13	November 13, 2016	Weekend		0	9	11	9	15	10	28	12	0						94	
2016	November	14	November 14, 2016	Weekday	3	6	1	5	12	8	4	2	1	7	4	3	0	0		56	
2016	November	15	November 15, 2016	Weekday	1	2	1	4	7	2	1	1	3	1	4	0	0	0		27	
2016	November	16	November 16, 2016	Weekday	0	1	4	3	2	5	6	1	4	5	8	1	0	0		40	
2016	November	17	November 17, 2016	Weekday	8	14	3	5	18	14	2	3	16	25	12	16	10	4	0	150	
2016	November	18	November 18, 2016	Weekday	0	3	4	8	18	9	1	2	7	7	8	11	10	9	0	97	
2016	November	19	November 19, 2016	Weekend		4	2	10	17	6	2	16	22	24	15	5	26	19	0	168	
2016	November	20	November 20, 2016	Weekend		2	6	8	12	7	8	20	8	0						71	
2016	November	21	November 21, 2016	Weekday	1	1	6	6	10	0	3	7	3	3	1	1	0	0		42	
2016	November	22	November 22, 2016	Weekday	7	5	7	22	7	38	6	0	2	5	12	10	0	0		121	
2016	November	23	November 23, 2016	Weekday	0	4	5	9	2	10	11	0	0	26	1	6	5	0		79	
2016	November	24	November 24, 2016	Weekday																0	Thanksgiving
2016	November	25	November 25, 2016	Weekday	0	6	6	9	14	15	12	39	51	82	76	65	21	11	0	407	
2016	November	26	November 26, 2016	Weekend		2	12	10	29	23	31	3	7	28	7	22	21	15		210	
2016	November	27	November 27, 2016	Weekend		4	13	32	20	11	30	42	17	0						169	
2016	November	28	November 28, 2016	Weekday	2	2	12	28	2	0	3	20	37	12	15	0	0	0		135	
2016	November	29	November 29, 2016	Weekday	0	0	8	18	4	14	8	9	5	5	8	4	0	0		83	
2016	November	30	November 30, 2016	Weekday	2	5	3	6	8	12	9	5	11	9	5	6	0	0		81	
2016	December	1	December 1, 2016	Weekday	3	7	1	15	11	4	5	1	0	8	2	3	0	0		62	Rain btwn 9 pm to 10 pm
2016	December	2	December 2, 2016	Weekday	0	6	2	3	5	4	5	1	10	45	102	23	203	40	25	474	Parade
2016	December	3	December 3, 2016	Weekend		4	7	2	1	5	6	23	12	13	21	33	65	43	0	235	
2016	December	4	December 4, 2016	Weekend		10	11	16	10	13	2	17	13	0						92	
2016	December	5	December 5, 2016	Weekday	2	2	14	10	17	8	5	9	2	8	0	2	6	0		86	
2016	December	6	December 6, 2016	Weekday	2	4	1	12	1	1	5	2	7	15	4	5	0	0		59	
2016	December	7	December 7, 2016	Weekday	2	5	7	2	13	14	7	0	21	0	7	3	0	0		81	
2016	December	8	December 8, 2016	Weekday	1	2	9	33	6	33	1	48	2	8	2	3	3	0		151	Rain btwn 9 pm to 10 pm
2016	December	9	December 9, 2016	Weekday	1	25	6	2	25	5	123	2	123	8	46	39	45	23	0	473	G/W -- JD Parker
2016	December	10	December 10, 2016	Weekend		4	4	21	4	10	14	3	6	57	51	41	68	26	4	313	
2016	December	11	December 11, 2016	Weekend		2	29	13	10	34	22	30	0	0	0	0	0			140	
2016	December	12	December 12, 2016	Weekday	1	4	8	9	1	2	4	2	0	2	3	6	6	0		48	
2016	December	13	December 13, 2016	Weekday	42	42	42	42	26	20	22	14	7	7	4	0				268	Rain at 8 pm - bag.105
2016	December	14	December 14, 2016	Weekday	0	1	21	21	21	21	21	6	7	10	5	5	0	0		139	
2016	December	15	December 15, 2016	Weekday	1	1	1	14	5	11	14	2	5	31	1	11	26	1	0	124	
2016	December	16	December 16, 2016	Weekday	2	5	3	3	5	4	7	13	3	19	14	28	8	5	0	119	
2016	December	17	December 17, 2016	Weekend		1	3	1	2	0	5	11	9	28	27	49	22	22	6	186	
2016	December	18	December 18, 2016	Weekend		4	9	13	24	22	21	30	17	0						140	
2016	December	19	December 19, 2016	Weekday	1	2	6	1	10	5	1	0	2	15	4	2	0	0		49	
2016	December	20	December 20, 2016	Weekday	0	2	0	4	20	10	5	4	4	6	8	2	0	0		65	
2016	December	21	December 21, 2016	Weekday	4	7	1	1	4	6	7	4	1	1	6	3	2	0		47	
2016	December	22	December 22, 2016	Weekday	0	3	14	16	15	10	19	15	5	4	6	2	19	4	0	132	
2016	December	23	December 23, 2016	Weekday	1	4	4	2	15	23	9	10	8	15	16	19	15	32	0	173	
2016	December	24	December 24, 2016	Weekend		3	5	3	5	14	17	0								47	Christmas
2016	December	25	December 25, 2016	Weekend																0	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	December	26	December 26, 2016	Weekday	1	1	16	0	9	2	21	5	11	15	12	3	0			96	
2016	December	27	December 27, 2016	Weekday	1	2	6	2	3	6	5	2	8	27	18	50	19			149	
2016	December	28	December 28, 2016	Weekday	1	3	10	12	9	10	8	18	17	18	37	25	10			178	
2016	December	29	December 29, 2016	Weekday	2	2	4	15	10	25	16	11	9	12	17	22	33	10	0	188	
2016	December	30	December 30, 2016	Weekday	1	3	1	10	13	21	12	6	10	13	16	23	18	10	0	167	
2016	December	31	December 31, 2016	Weekend		1	2	8	5	8	11	3				3860	3179	1979	304	45808	
Total					769	1772	2484	3123	3308	3424	3450	3251	3151	3680	4987	3860	3179	1979	304		

Tram Raw Data 2017

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event	
2017	January	1	January 1, 2017	Weekend																		
2017	January	2	January 2, 2017	Weekday	4	4	23	9	12	22	0	2	6	5	0	5	0			92		new year's holiday
2017	January	3	January 3, 2017	Weekday	4	8	16	5	1	9	9	6	2	2	9	6	0			77		
2017	January	4	January 4, 2017	Weekday	2	3	9	0	12	3	1	2	0	6	16	5	4			69		
2017	January	5	January 5, 2017	Weekday	4	4	7	14	22	20	15	2	16	8	3	9	5	3	0	132		
2017	January	6	January 6, 2017	Weekday	2	6	4	8	15	33	11	12	15	4	3	24	26	10	5	178		
2017	January	7	January 7, 2017	Weekend		6	7	32	15	9	1	10	15	8	3	5	7	4	0	122		
2017	January	8	January 8, 2017	Weekend		11	8	19	17	13	33	26	9						136			
2017	January	9	January 9, 2017	Weekday	0	1	2	1	4	7	3	10	3	5	7	0	0			43		
2017	January	10	January 10, 2017	Weekday	5	4	14	3	3	2	9	14	11	33	17	4	0			119		
2017	January	11	January 11, 2017	Weekday	4	3	3	1	3	5	13	0	5	10	14	7	0			68		
2017	January	12	January 12, 2017	Weekday		9	6	5	4		11	2	8	16	12	10	13	4	0	100	1299	Boat Show
2017	January	13	January 13, 2017	Weekday																1251	Boat Show	
2017	January	14	January 14, 2017	Weekend																1364	Boat Show	
2017	January	15	January 15, 2017	Weekend	3	2	1	6	10	2	4	1	2	6	7	4	0			48		
2017	January	16	January 16, 2017	Weekday	5	7	12	8	11	15	6	4	10	6	7	4	2			97		
2017	January	17	January 17, 2017	Weekday	11	6	25	8	15	9	3	1	6	12	7	3	1			107		
2017	January	18	January 18, 2017	Weekday	4	7	9	15	10	8	7	4	9	16	5	5	9	3	1	112		
2017	January	19	January 19, 2017	Weekday	6	11	9	2	18	20	15	8	14	34	41	32	12	10	0	232		
2017	January	20	January 20, 2017	Weekday	6	11	9	2	18	20	15	8	14	34	41	32	12	10	0	232		
2017	January	21	January 21, 2017	Weekend	2	4	6	12	10	20	23	15	18	16	9	12	5	1	153			
2017	January	22	January 22, 2017	Weekend	4	12	25	30	15	18	10	5	8							127		
2017	January	23	January 23, 2017	Weekday	8	7	60	5	6	3	7	1	5	6	3	5	0			116		
2017	January	24	January 24, 2017	Weekday	6	50	5	3	50	6	9	8	11	14	6	0				176		
2017	January	25	January 25, 2017	Weekday	4	6	8	4	15	10	10	1	2	15	12	3	1			91		
2017	January	26	January 26, 2017	Weekday	2	1	6	11	14	9	3	0	4	10	8	6	4	2	0	80		
2017	January	27	January 27, 2017	Weekday	6	12	18	26	31	10	9	5	8	30	36	32	12	10	2	247		
2017	January	28	January 28, 2017	Weekend	5	6	21	36	32	18	12	10	41	34	31	10	8	5	269			
2017	January	29	January 29, 2017	Weekend	4	8	20	21	22	15	12	6	4						112			
2017	January	30	January 30, 2017	Weekday	2	1	2	2	1	5	6	7	4	4	7	10	2	0		53		
2017	January	31	January 31, 2017	Weekday	5	8	4	10	14	13	5	1	5	7	2	2	0			76		
2017	February	1	February 1, 2017	Weekday	3	6	8	12	10	9	2	1	4	15	18	3	0			91		
2017	February	2	February 2, 2017	Weekday	7	10	3	23	19	15	8	6	23	8	14	5	10	3	0	154		
2017	February	3	February 3, 2017	Weekday	7	9	15	10	6	3	2	4	12	10	21	15	9	8	0	131		
2017	February	4	February 4, 2017	Weekend	11	10	15	32	7	12	20	18	41	22	9	10	4	0		211		
2017	February	5	February 5, 2017	Weekend																145		
2017	February	6	February 6, 2017	Weekday	1	0	3	9	12	2	1	0	8	11	5	4	0			56		
2017	February	7	February 7, 2017	Weekday	6	8	26	26	10	18	8	2	5	15	12	6	0			142		52 tour
2017	February	8	February 8, 2017	Weekday	8	7	3	25	28	7	10	2	6	8	4	5	1			114		
2017	February	9	February 9, 2017	Weekday	5	2	7	15	18	14	4	1	5	13	9	4	0	6	1	104		
2017	February	10	February 10, 2017	Weekday	5	6	9	14	37	16	6	0	7	33	29	24	15	12	0	213		
2017	February	11	February 11, 2017	Weekday	12	18	23	25	36	41	23	43	10	28	20	11	14	2		306		
2017	February	12	February 12, 2017	Weekend		28	46	51	39	37	40	32	35	10						318		
2017	February	13	February 13, 2017	Weekday	1	3	2	2	10	8	6	7	11	15	6	8	0			79		
2017	February	14	February 14, 2017	Weekday	7	3	4	21	28	15	14	12	23	32	36	21	6			222		
2017	February	15	February 15, 2017	Weekday	1	1	0	15	21	14	4	1	4	12	6	4	0			88		
2017	February	16	February 16, 2017	Weekday	5	2	8	21	34	31	7	2	12	23	18	9	7	4	0	183		
2017	February	17	February 17, 2017	Weekday	3	5	2	14	31	16	13	10	83	21	25	20	9	6	1	259		83 court
2017	February	18	February 18, 2017	Weekend	12	31	34	41	50	23	26	18	12	37	12	4	6	4		310		
2017	February	19	February 19, 2017	Weekend	7	26	28	43	26	31	10	6	1							178		
2017	February	20	February 20, 2017	Weekday	1	0	12	25	18	9	5	1	8	21	15	3	0			118		
2017	February	21	February 21, 2017	Weekday	0	1	14	10	8	5	2	0	4	8	5	7	1			65		
2017	February	22	February 22, 2017	Weekday	1	0	2	3	8	7	6	3	6	8	7	0	0			43		rain
2017	February	23	February 23, 2017	Weekday	5	8	15	28	32	36	9	4	15	31	20	10	6	7	0	226		
2017	February	24	February 24, 2017	Weekday	3	6	5	6	14	1	7	10	25	51	43	22	15	10	0	218		
2017	February	25	February 25, 2017	Weekend	16	38	45	56	71	80	75	48	35	46	31	20	15	3	579			Arts Fest
2017	February	26	February 26, 2017	Weekend	21	34	56	72	40	23	34	30	22							932		Arts Fest
2017	February	27	February 27, 2017	Weekday	5	3	11	14	6	5	2	7	9	5	3	6	0			76		
2017	February	28	February 28, 2017	Weekday	3	2	15	12	7	8	2	6	4	5	2	1	0			67		
2017	March	1	March 1, 2017	Weekday	5	8	11	25	18	7	5	2	9	14	10	4	0			118		
2017	March	2	March 2, 2017	Weekday	7	6	9	20	12	5	2	1	8	15	17	8	6	5	0	121		
2017	March	3	March 3, 2017	Weekday	4	8	4	15	21	5	2	2	9	23	31	35	23	12	1	195		
2017	March	4	March 4, 2017	Weekend		306	26	45	56	19	25	23	15	31	32	23	15	10	5	631		Jensen Beach Book Event
2017	March	5	March 5, 2017	Weekend	18	23	21	34	28	18	14	10	1							167		
2017	March	6	March 6, 2017	Weekday	1	3	9	14	18	4	3	1	6	9	10	2	0			80		
2017	March	7	March 7, 2017	Weekday	4	6	3	12	14	5	2	2	6	8	9	3	1			75		
2017	March	8	March 8, 2017	Weekday	2	4	7	12	14	3	2	1	23	31	23	6	2			130		c blackshow
2017	March	9	March 9, 2017	Weekday	2	1	6	14	18	12	6	3	9	20	8	6	2	4	0	111		
2017	March	10	March 10, 2017	Weekday	2	5	15	20	15	5	4	3	31	35	40	15	20	5	1	216		2 shows
2017	March	11	March 11, 2017	Weekend		15	20	43	58	18	21	33	12	34	15	9	18	0		296		
2017	March	12	March 12, 2017	Weekend		11	21	20	15	25	10	4	0	0						106		
2017	March	13	March 13, 2017	Weekday	1	1	5	7	14	12	0	1	2	4	2	2	0			51		

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	March	14	March 14, 2017	Weekday	2	5	12	21	15	5	3	0	5	9	4	4	1			86	
2017	March	15	March 15, 2017	Weekday	3	2	9	8	12	6	1	1	12	19	14	6	0			93	
2017	March	16	March 16, 2017	Weekday	5	7	15	30	35	21	9	15	40	25	20	15	20	2	0	259	zshows
2017	March	17	March 17, 2017	Weekday	1	1	13	14	7	21	10	7	18	28	40	42	8	26	0	236	paty's day
2017	March	18	March 18, 2017	Weekend																195	
2017	March	19	March 19, 2017	Weekend																152	
2017	March	20	March 20, 2017	Weekday	1	0	2	5	6	14	35	14	12	7	25	6	0			127	
2017	March	21	March 21, 2017	Weekday	1	0	20	32	5	2	10	6	4	10	16	12	0			118	
2017	March	22	March 22, 2017	Weekday	2	1	12	6	8	14	9	10	10	5	2	11	0			90	
2017	March	23	March 23, 2017	Weekday	5	10	17	12	12	1	14	2	1	0	7	5	11	9	0	106	raih
2017	March	24	March 24, 2017	Weekday	0	3	5	20	26	12	8	29	32	21	22	32	27	27	0	264	
2017	March	25	March 25, 2017	Weekend																303	
2017	March	26	March 26, 2017	Weekend																92	
2017	March	27	March 27, 2017	Weekday	1	1	3	6	1	2	2	4	5	1	2	5	0			59	
2017	March	28	March 28, 2017	Weekday	3	1	4	12	7	12	5	2	3	0	18	1	0			68	
2017	March	29	March 29, 2017	Weekday	3	1	5	1	8	10	4	3	5	2	7	2	0			51	
2017	March	30	March 30, 2017	Weekday	0	5	7	5	2	5	10	8	24	12	14	16	15	0		123	
2017	March	31	March 31, 2017	Weekday	1	1	2	3	4	8	10	6	9	20	36	8	11	0		119	
2017	April	1	April 1, 2017	Weekend																150	
2017	April	2	April 2, 2017	Weekend																133	
2017	April	3	April 3, 2017	Weekday	1	6	0	4	5	2	6	3	1	1	0	5	4			38	
2017	April	4	April 4, 2017	Weekday	3	14	12	8	8	7	14	10	11	5	14	6	0			112	
2017	April	5	April 5, 2017	Weekday	5	9	1	7	2	8	6	3	5	7	13	19	2			87	
2017	April	6	April 6, 2017	Weekday	3	2	7	8	13	15	18	0	3	3	45	5	24	11	0	157	
2017	April	7	April 7, 2017	Weekday	2	6	8	4	14	5	40	10	24	9	16	8	23	17	3	188	
2017	April	8	April 8, 2017	Weekend																244	
2017	April	9	April 9, 2017	Weekend																78	
2017	April	10	April 10, 2017	Weekday	2	1	4	10	4	3	3	1	2	15	12	6	0			63	
2017	April	11	April 11, 2017	Weekday	1	1	5	6	5	2	1	1	4	12	5	3	1			47	
2017	April	12	April 12, 2017	Weekday	3	5	1	9	11	5	3	4	5	15	10	4	0			75	
2017	April	13	April 13, 2017	Weekday	6	7	5	7	12	14	12	3	10	25	15	10	5	3	0	134	
2017	April	14	April 14, 2017	Weekday	5	10	12	22	31	18	6	4	15	40	42	28	10	8	0	251	
2017	April	15	April 15, 2017	Weekend																352	babtst church egg
2017	April	16	April 16, 2017	Weekend																100	
2017	April	17	April 17, 2017	Weekday	0	5	1	8	7	0	0	5	18	7	0	10	0			61	
2017	April	18	April 18, 2017	Weekday	4	4	2	4	8	8	1	4	11	6	2	11	0			55	
2017	April	19	April 19, 2017	Weekday	0	0	0	5	5	3	16	1	6	3	1	5	0			45	tram meeting 8-10
2017	April	20	April 20, 2017	Weekday	6	4	3	14	4	7	7	6	4	2	5	4	6	0	0	72	
2017	April	21	April 21, 2017	Weekday	6	5	2	21	18	12	3	5	15	36	15	28	12	10	6	192	
2017	April	22	April 22, 2017	Weekend																424	art fest
2017	April	23	April 23, 2017	Weekend																85	
2017	April	24	April 24, 2017	Weekday	2	3	5	10	4	2	1	2	4	2	9	8	0			52	
2017	April	25	April 25, 2017	Weekday	3	4	5	10	14	7	1	4	16	12	9	5	5			95	
2017	April	26	April 26, 2017	Weekday	2	1	5	12	14	21	2	5	12	26	4	5	5			114	
2017	April	27	April 27, 2017	Weekday	5	3	8	15	12	9	2	2	9	24	9	9	4	2	4	117	
2017	April	28	April 28, 2017	Weekday	2	5	14	10	12	8	3	1	28	41	20	15	10	6	0	175	
2017	April	29	April 29, 2017	Weekend																237	
2017	April	30	April 30, 2017	Weekend																170	
2017	May	1	May 1, 2017	Weekday	6	2	5	4	2	1	1	3	8	6	10	5	0			53	
2017	May	2	May 2, 2017	Weekday	1	2	1	3	4	1	1	9	15	10	21	14	0			82	g walden p u
2017	May	3	May 3, 2017	Weekday	4	8	6	8	5	5	14	41	32	19	5	5	0			152	
2017	May	4	May 4, 2017	Weekday	11	7	1	12	5	7	2	15	3	3	0	10	2	0	0	78	
2017	May	5	May 5, 2017	Weekday	0	7	4	2	2	0	3	8	13	5	11	10	20	19	0	104	
2017	May	6	May 6, 2017	Weekend																301	house tour feed store
2017	May	7	May 7, 2017	Weekend																136	
2017	May	8	May 8, 2017	Weekday	1	0	1	5	1	0	1	2	10	4	5	0				35	
2017	May	9	May 9, 2017	Weekday	1	4	6	7	1	0	0	1	8	15	7	21	0			71	g walden kwans
2017	May	10	May 10, 2017	Weekday	5	123	6	5	15	20	1	0	5	10	4	7	0			201	g walden kwans
2017	May	11	May 11, 2017	Weekday	7	15	5	15	3	2	0	0	10	21	6	20	4	5	0	103	
2017	May	12	May 12, 2017	Weekday	11	10	2	15	21	15	5	4	6	25	10	12	5	4	0	145	
2017	May	13	May 13, 2017	Weekend																330	
2017	May	14	May 14, 2017	Weekend																137	
2017	May	15	May 15, 2017	Weekday	2	5	4	10	12	3	0	1	8	4	3	5	0			57	
2017	May	16	May 16, 2017	Weekday	1	3	82	6	3	3	1	2	5	4	6	2	0			118	g walden kwans
2017	May	17	May 17, 2017	Weekday	2	1	5	9	10	3	0	1	6	5	10	5	0			57	
2017	May	18	May 18, 2017	Weekday	3	1	6	7	2	1	5	25	4	12	5	11	2	1	0	85	j d parker
2017	May	19	May 19, 2017	Weekday	5	6	6	21	25	5	1	4	35	31	32	23	15	8	0	237	
2017	May	20	May 20, 2017	Weekend																192	
2017	May	21	May 21, 2017	Weekend																54	raih
2017	May	22	May 22, 2017	Weekday	1	5	78	4	2	3	5	1	3	8	5	2	0			117	g walden kwans
2017	May	23	May 23, 2017	Weekday	3	5	7	11	10	5	2	1	15	21	7	6	0			93	
2017	May	24	May 24, 2017	Weekday	1	7	9	11	3	5	7	6	4	2	7	3	0			65	

Year	Month	Day	Date	Weekend/Weekday	800pm	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	May	25	May 25, 2017	Weekday	3	11	5	10	12	13	3	8	4	8	12	5	9	6	0	109	
2017	May	26	May 26, 2017	Weekday	7	4	5	12	21	10	5	4	6	32	25	18	10	5	0	164	
2017	May	27	May 27, 2017	Weekend		5	15	8	32	12	10	5	5	3	12	6	4	4	0	121	
2017	May	28	May 28, 2017	Weekend		3	5	4	10	11	5	6	2	2	0	0	0	0	0	46	
2017	May	29	May 29, 2017	Weekday	5	15	5	8	10	12	7	8	2	5	5	8	0	0	0	90	memorial day
2017	May	30	May 30, 2017	Weekday	6	10	5	15	6	13	15	10	10	5	4	3	0	0	0	102	
2017	May	31	May 31, 2017	Weekday	8	7	3	20	12	12	10	4	5	14	10	2	0	0	0	107	
2017	June	1	June 1, 2017	Weekday	2	2	1	1	7	2	2	4	7	10	23	7	0	0	0	68	
2017	June	2	June 2, 2017	Weekday	1	0	2	11	14	0	4	5	6	3	8	0	0	0	0	54	rain
2017	June	3	June 3, 2017	Weekend	4	3	0	9	27	15	6	11	11	8	10	25	10	0	0	128	
2017	June	4	June 4, 2017	Weekend	5	4	4	18	4	10	8	2	19	0	0	0	0	0	0	70	
2017	June	5	June 5, 2017	Weekday	1	4	1	1	1	3	0	6	7	16	7	9	0	0	0	56	
2017	June	6	June 6, 2017	Weekday	13	1	5	5	3	1	6	3	4	4	11	9	2	0	0	63	
2017	June	7	June 7, 2017	Weekday	0	0	0	0	14	11	9	0	0	0	0	0	0	0	0	42	rain
2017	June	8	June 8, 2017	Weekday	10	12	6	6	5	12	0	7	16	13	5	10	0	0	0	102	
2017	June	9	June 9, 2017	Weekday	1	9	0	6	11	10	10	2	32	26	30	6	3	9	0	155	
2017	June	10	June 10, 2017	Weekend	1	7	2	3	17	4	0	34	37	26	30	10	10	0	0	181	
2017	June	11	June 11, 2017	Weekend	1	2	10	10	17	10	23	12	8	0	0	0	0	0	0	88	
2017	June	12	June 12, 2017	Weekday	4	0	0	2	1	0	7	0	10	3	5	9	0	0	0	41	
2017	June	13	June 13, 2017	Weekday	27	25	5	3	14	12	6	1	0	2	2	2	1	0	0	98	g waliden
2017	June	14	June 14, 2017	Weekday	2	5	5	7	9	10	11	12	2	1	1	1	0	0	0	66	
2017	June	15	June 15, 2017	Weekday	1	22	3	2	22	5	8	9	1	3	5	6	0	0	0	87	10st
2017	June	16	June 16, 2017	Weekday	1	1	7	4	5	8	1	2	23	21	20	15	10	5	0	123	
2017	June	17	June 17, 2017	Weekend	0	1	2	1	2	1	6	8	12	23	26	28	5	4	0	117	
2017	June	18	June 18, 2017	Weekend	1	3	3	21	12	10	7	4	5	0	0	0	0	0	0	63	
2017	June	19	June 19, 2017	Weekday	2	1	2	4	4	2	5	2	5	2	1	3	0	0	0	33	
2017	June	20	June 20, 2017	Weekday	2	2	5	7	2	5	2	1	8	11	12	1	0	0	0	58	
2017	June	21	June 21, 2017	Weekday	0	0	2	5	1	3	4	0	4	2	8	4	0	0	0	33	
2017	June	22	June 22, 2017	Weekday	1	3	0	3	2	6	7	0	2	9	11	6	1	0	0	51	
2017	June	23	June 23, 2017	Weekday	5	2	5	7	12	4	6	2	10	28	23	31	8	5	0	148	
2017	June	24	June 24, 2017	Weekend	0	4	10	4	12	12	5	21	25	19	15	7	6	0	0	140	
2017	June	25	June 25, 2017	Weekend	2	6	10	15	18	5	7	4	0	0	0	0	0	0	0	67	
2017	June	26	June 26, 2017	Weekday	1	0	6	4	8	9	4	2	7	5	9	3	0	0	0	58	
2017	June	27	June 27, 2017	Weekday	0	4	2	10	12	5	4	1	8	9	6	5	0	0	0	66	
2017	June	28	June 28, 2017	Weekday	2	1	5	6	10	2	1	1	8	9	6	5	0	0	0	51	
2017	June	29	June 29, 2017	Weekday	5	2	3	7	12	8	3	6	4	8	4	2	0	0	0	64	
2017	July	1	July 1, 2017	Weekend	0	3	4	8	6	5	2	1	12	24	26	18	10	11	0	130	
2017	July	2	July 2, 2017	Weekend	6	2	8	2	3	10	9	23	32	8	2	9	0	0	0	122	
2017	July	3	July 3, 2017	Weekday	4	6	9	13	3	13	8	4	8	2	4	5	0	0	0	61	
2017	July	4	July 4, 2017	Weekday	6	10	30	23	18	12	15	20	56	46	49	45	40	54	38	462	Independence Day
2017	July	5	July 5, 2017	Weekday	0	1	3	6	2	4	2	0	5	3	2	6	0	0	0	34	
2017	July	6	July 6, 2017	Weekday	2	8	12	12	12	20	19	4	5	15	18	6	7	0	0	140	
2017	July	7	July 7, 2017	Weekday	5	5	8	21	20	25	6	4	3	9	18	12	0	11	0	147	
2017	July	8	July 8, 2017	Weekend	2	6	12	14	4	2	6	12	15	10	8	5	4	0	0	100	
2017	July	9	July 9, 2017	Weekend	1	4	5	7	3	8	6	12	0	0	0	4	0	0	0	46	
2017	July	10	July 10, 2017	Weekday	2	4	4	8	5	22	4	22	5	4	4	4	0	0	0	88	
2017	July	11	July 11, 2017	Weekday	1	1	4	12	10	5	5	3	6	6	12	5	3	0	0	67	
2017	July	12	July 12, 2017	Weekday	0	4	24	6	24	12	10	5	6	3	2	4	0	0	0	100	jd parker
2017	July	13	July 13, 2017	Weekday	2	1	25	3	25	5	4	2	4	10	6	2	0	0	0	89	5 bridges
2017	July	14	July 14, 2017	Weekday	2	25	18	4	25	18	4	6	10	12	14	10	5	20	0	173	gw bridges
2017	July	15	July 15, 2017	Weekend	3	5	7	5	6	10	6	6	6	15	12	10	14	5	0	104	
2017	July	16	July 16, 2017	Weekend	2	2	2	4	5	3	4	3	8	0	0	0	0	0	0	31	rain
2017	July	17	July 17, 2017	Weekday	2	3	4	2	5	4	5	2	3	6	4	6	0	0	0	46	
2017	July	18	July 18, 2017	Weekday	0	3	2	4	2	6	8	4	2	8	9	2	0	0	0	50	
2017	July	19	July 19, 2017	Weekday	2	1	0	6	4	2	1	0	8	8	6	2	0	0	0	40	
2017	July	20	July 20, 2017	Weekday	1	1	3	6	8	11	4	2	2	10	7	3	0	0	0	58	
2017	July	21	July 21, 2017	Weekend	0	6	2	4	8	14	12	16	5	23	30	15	8	7	0	150	
2017	July	22	July 22, 2017	Weekend	3	6	10	22	21	12	14	5	20	32	10	7	5	0	0	168	
2017	July	23	July 23, 2017	Weekend	1	5	15	2	5	2	4	6	7	4	0	0	0	0	0	44	
2017	July	24	July 24, 2017	Weekday	2	4	6	25	3	25	6	7	8	4	2	1	0	0	0	93	10 street
2017	July	25	July 25, 2017	Weekday	1	0	0	1	4	0	0	5	8	0	1	2	0	0	0	20	rain
2017	July	26	July 26, 2017	Weekday	0	0	3	8	6	8	11	3	5	2	1	2	0	0	0	49	
2017	July	27	July 27, 2017	Weekday	1	25	6	4	25	10	10	5	5	2	1	0	0	0	0	94	10 street
2017	July	28	July 28, 2017	Weekday	0	34	10	5	34	13	2	1	13	7	1	0	0	0	0	120	10st b bridges
2017	July	29	July 29, 2017	Weekend	3	6	8	10	3	3	3	14	21	18	12	13	0	5	0	116	
2017	July	30	July 30, 2017	Weekend	0	0	0	0	0	21	5	0	0	0	0	0	0	0	0	26	rain
2017	August	1	August 1, 2017	Weekday	5	3	2	9	6	4	2	1	7	10	11	4	0	0	0	64	
2017	August	2	August 2, 2017	Weekday	1	4	1	3	2	5	1	1	4	8	4	2	0	0	0	36	
2017	August	3	August 3, 2017	Weekday	2	2	4	9	8	3	0	5	9	2	1	0	0	0	0	53	
2017	August	4	August 4, 2017	Weekday	5	3	2	5	12	5	4	0	5	10	21	25	12	8	0	117	
2017	August	5	August 5, 2017	Weekend		2	2	4	11	9	5	2	12	20	8	10	5	7	0	97	

Year	Month	Day	Date	Weekend/Weekday	800am	900am	1000am	1100am	1200pm	100pm	200pm	300pm	400pm	500pm	600pm	700pm	800pm	900pm	1000pm	Total Day	Event
2017	August	6	August 6, 2017	Weekend	6	7	6	5	14	10	12	5	4	0	0	3	2	0		63	
2017	August	7	August 7, 2017	Weekday	6	3	5	8	6	5	3	0	4	1	3	2	0			46	
2017	August	8	August 8, 2017	Weekday	7	4	3	6	8	9	6	1	1	7	2	5	0			59	
2017	August	9	August 9, 2017	Weekday	2	5	4	7	4	2	4	3	6	8	4	3	0			52	
2017	August	10	August 10, 2017	Weekday	0	6	1	5	3	8	1	4	3	6	8	6	0			51	
2017	August	11	August 11, 2017	Weekday	1	8	0	5	7	5	3	1	3	9	6	8	15	12	0	83	
2017	August	12	August 12, 2017	Weekend	5	2	9	9	5	8	3	7	9	6	5	15	18	4	0	96	
2017	August	13	August 13, 2017	Weekend	3	3	11	15	20	11	5	4	0	0	0	0	0	0	0	72	
2017	August	14	August 14, 2017	Weekday	2	4	4	5	8	6	3	1	5	10	12	4	0	0	0	64	
2017	August	15	August 15, 2017	Weekday	8	6	6	10	8	6	4	2	3	7	8	5	0	0	0	73	
2017	August	16	August 16, 2017	Weekday	2	9	5	6	7	5	3	1	6	6	10	12	0	0	0	72	
2017	August	17	August 17, 2017	Weekday	8	6	2	12	7	4	2	0	5	8	6	4	0	0	0	64	
2017	August	18	August 18, 2017	Weekday	7	9	1	9	7	4	7	1	6	11	15	20	21	7	0	125	
2017	August	19	August 19, 2017	Weekend		20	37	25	21	15	35	45	52	61	75	60	48	34	21	549	Dancing in the Streets
2017	August	20	August 20, 2017	Weekend		2	6	4	9	10	6	5	4	0	0	0	0	0	0	46	
2017	August	21	August 21, 2017	Weekday	8	4	2	7	9	5	4	0	7	10	6	5	0	0	0	67	
2017	August	22	August 22, 2017	Weekday	7	5	2	6	7	8	4	1	4	5	10	4	0	0	0	63	
2017	August	23	August 23, 2017	Weekday	9	4	5	5	6	4	7	2	6	8	4	6	0	0	0	66	
2017	August	24	August 24, 2017	Weekday	4	3	1	5	3	2	1	0	1	2	5	6	0	0	0	33	
2017	August	25	August 25, 2017	Weekday	3	5	4	8	7	4	2	1	6	21	30	34	12	8	0	145	
2017	August	26	August 26, 2017	Weekend		7	12	21	25	26	10	8	25	32	15	8	10	7	0	206	
2017	August	27	August 27, 2017	Weekend		5	15	22	16	18	14	8	7	0	0	0	0	0	0	105	
2017	August	28	August 28, 2017	Weekday	2	2	0	5	8	5	1	0	1	3	3	1	0	0	0	31	
2017	August	29	August 29, 2017	Weekday	3	2	1	3	7	9	1	2	4	5	1	0	0	0	0	38	
2017	August	30	August 30, 2017	Weekday	2	1	0	2	1	10	6	3	5	2	2	1	0	0	0	35	
2017	August	31	August 31, 2017	Weekday	1	0	3	4	2	0	1	1	2	0	0	1	0	0	0	15	
2017	September	1	September 1, 2017	Weekday	8	7	12	9	7	5	3	6	12	23	21	20	6	2	0	141	
2017	September	2	September 2, 2017	Weekend	8	7	12	9	7	5	3	6	12	23	21	20	6	2	0	141	
2017	September	3	September 3, 2017	Weekend	5	15	23	26	14	15	12	10	0	0	0	0	0	0	0	120	
2017	September	4	September 4, 2017	Weekday	1	4	2	5	7	1	0	2	0	1	1	0	0	0	0	24	store hurricane prep
2017	September	5	September 5, 2017	Weekday	0	2	1	3	1	4	2	1	3	2	1	0	0	0	0	20	store hurricane prep
2017	September	6	September 6, 2017	Weekday	0	0	3	4	3	0	1	1	4	2	1	1	0	0	0	20	store hurricane prep
2017	September	7	September 7, 2017	Weekday	1	0	0	4	1	1	0	0	1	1	0	0	0	0	0	10	store hurricane prep
2017	September	8	September 8, 2017	Weekday	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	hurricane
2017	September	9	September 9, 2017	Weekend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	hurricane
2017	September	10	September 10, 2017	Weekend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	hurricane
2017	September	11	September 11, 2017	Weekday		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	hurricane
2017	September	12	September 12, 2017	Weekday	1	6	7	3	5	4	2	1	3	10	5	4	0	0	0	51	
2017	September	13	September 13, 2017	Weekday	5	6	5	7	10	12	13	21	20	15	8	7	6	0	0	135	
2017	September	14	September 14, 2017	Weekday	5	5	10	4	6	3	7	10	0	0	0	0	0	0	0	50	
2017	September	15	September 15, 2017	Weekday	1	0	2	3	1	5	2	0	5	4	3	1	0	0	0	27	
2017	September	16	September 16, 2017	Weekend	1	1	3	7	1	0	2	1	5	4	5	1	0	0	0	31	
2017	September	17	September 17, 2017	Weekend	1	1	0	3	5	1	0	0	6	2	4	1	0	0	0	24	
2017	September	18	September 18, 2017	Weekday	5	1	2	1	6	4	5	4	0	6	2	1	0	0	0	34	
2017	September	19	September 19, 2017	Weekday	3	5	4	8	6	2	1	0	6	15	14	12	10	8	0	94	
2017	September	20	September 20, 2017	Weekday	3	2	1	5	8	4	6	6	7	4	4	5	0	0	0	60	
2017	September	21	September 21, 2017	Weekday	4	10	14	29	12	13	7	5	0	0	0	0	0	0	0	94	
2017	September	22	September 22, 2017	Weekday	2	1	3	1	3	2	1	3	1	1	0	2	0	0	0	20	
2017	September	23	September 23, 2017	Weekend	1	4	4	1	6	3	3	2	5	7	2	1	0	0	0	39	
2017	September	24	September 24, 2017	Weekend	5	2	1	5	7	4	3	2	3	2	1	0	0	0	0	35	
2017	September	25	September 25, 2017	Weekday	6	5	6	9	8	9	2	1	4	5	7	3	0	0	0	65	
2017	September	26	September 26, 2017	Weekday	5	4	1	1	0	6	5	4	15	12	8	5	6	4	0	76	
2017	September	27	September 27, 2017	Weekday	6	4	10	12	12	14	7	5	4	7	5	5	3	0	0	94	
2017	September	28	September 28, 2017	Weekday		6	5	5	7	7	6	5	3	0	0	0	0	0	0	44	
2017	September	29	September 29, 2017	Weekday															0		
2017	September	30	September 30, 2017	Weekend															0		
2017	October	1	October 1, 2017	Weekend															0		
2017	October	2	October 2, 2017	Weekday	11	9	19	15	10	16	10	19	0	0	0	0	0	0	0	109	
2017	October	3	October 3, 2017	Weekday	2	5	2	6	5	1	4	4	8	11	10	2	0	0	0	60	
2017	October	4	October 4, 2017	Weekday	1	0	5	4	2	3	5	3	8	6	5	3	0	0	0	45	
2017	October	5	October 5, 2017	Weekday	3	5	6	10	5	2	1	2	5	14	6	4	0	0	0	63	
2017	October	6	October 6, 2017	Weekday	0	5	1	2	8	1	2	0	0	5	3	3	0	0	0	30	
2017	October	7	October 7, 2017	Weekday	4	6	2	12	14	18	6	4	20	32	38	30	21	7	0	214	
2017	October	8	October 8, 2017	Weekend	5	8	18	31	6	14	2	6	30	35	12	6	4	0	0	177	
2017	October	9	October 9, 2017	Weekday	8	15	23	25	30	9	7	10	0	0	0	0	0	0	0	127	
2017	October	10	October 10, 2017	Weekday	4	3	4	12	10	14	1	0	8	18	6	4	0	0	0	84	
2017	October	11	October 11, 2017	Weekday	2	3	8	10	3	2	1	1	10	5	4	2	0	0	0	51	
2017	October	12	October 12, 2017	Weekday	1	0	1	2	5	4	2	1	5	6	2	1	0	0	0	30	rain
2017	October	13	October 13, 2017	Weekday	0	2	4	3	4	5	1	0	4	5	2	1	0	0	0	31	rain
2017	October	14	October 14, 2017	Weekday	4	5	4	12	14	5	2	2	18	22	24	15	10	5	0	142	
2017	October	15	October 15, 2017	Weekend	2	4	15	10	8	4	8	12	0	20	21	15	5	4	0	128	
2017	October	16	October 16, 2017	Weekday	5	8	12	32	25	8	8	12	0	0	0	0	0	0	0	110	
2017	October	16	October 16, 2017	Weekday																	

Year	Month	Day	Date	Weekend/Weekday	800am	900am	1000am	1100am	1200pm	100pm	200pm	300pm	400pm	500pm	600pm	700pm	800pm	900pm	1000pm	Total Day	Event	
2017	October	17	October 17, 2017	Weekday	2	0	5	6	4	5	3	6	8	9	4	2	0			54		
2017	October	18	October 18, 2017	Weekday	1	1	0	4	3	4	1	4	4	6	3	2				33	rain	
2017	October	19	October 19, 2017	Weekday	4	3	5	8	10	11	2	1	4	12	8	6	4	2	0	30		
2017	October	20	October 20, 2017	Weekday	5	4	6	12	14	12	5	4	8	30	32	14	10	8	0	164		
2017	October	21	October 21, 2017	Weekend	20	24	56	60	10	12	14	14	16	10	12	19	7	6	0	266	hobblegobble	
2017	October	22	October 22, 2017	Weekend	5	10	15	35	20	15	7	8	8	30	32	35	18	7	0	237		
2017	October	23	October 23, 2017	Weekday	2	1	4	2	5	4	3	3	8	12	8	4	0			56		
2017	October	24	October 24, 2017	Weekday	4	0	6	12	2	6	2	4	2	5	4	2	0			49		
2017	October	25	October 25, 2017	Weekday	2	2	1	6	8	8	2	2	1	8	6	4	0			50		
2017	October	26	October 26, 2017	Weekday	5	10	4	6	12	8	6	4	2	10	6	5	4	2	0	83		
2017	October	27	October 27, 2017	Weekday	4	6	2	12	10	6	8	6	20	25	22	15	6	8	0	150		
2017	October	28	October 28, 2017	Weekend	8	12	12	20	15	10	6	6	14	19	20	25	8	6	0	175		
2017	October	29	October 29, 2017	Weekend	10	18	20	22	31	25	25	20	9	0						155		
2017	October	30	October 30, 2017	Weekday	1	3	4	8	5	5	4	6	10	2	1	0				57		
2017	October	31	October 31, 2017	Weekday	1	3	5	6	4	3	2	5	4	987	0	0	0	0	0	1020	Halloween	
2017	November	1	November 1, 2017	Weekday	6	8	3	10	25	32	4	2	20	21	8	6				145		
2017	November	2	November 2, 2017	Weekday	1	4	3	6	12	8	1	0	3	10	6	5	4	3	0	66		
2017	November	3	November 3, 2017	Weekday	3	2	1	11	9	6	2	1	4	20	112	120	160	19	0	470	Air Show	
2017	November	4	November 4, 2017	Weekend	4	8	25	106	180	149	190	160	110	90	15	14	32	29	0	1112	Air Show	
2017	November	5	November 5, 2017	Weekend	5	6	20	80	95	25	18	25	38	14						326	202 airshow	
2017	November	6	November 6, 2017	Weekday	2	4	2	10	2	1	4	2	15	12	5	6	0			65		
2017	November	7	November 7, 2017	Weekday	1	0	5	6	8	5	1	0	4	6	10	4	0			50		
2017	November	8	November 8, 2017	Weekday	0	2	1	2	2	1	0	2	3	4	2	2	0			21	rain	
2017	November	9	November 9, 2017	Weekday	3	2	4	8	4	3	2	1	21	22	25	7	9	22	0	133		
2017	November	10	November 10, 2017	Weekday	4	6	5	10	15	5	5	2	3	15	9	11	6	4	0	100		
2017	November	11	November 11, 2017	Weekend	5	28	34	30	6	5	5	4	12	15	21	8	9	6	0	188	vet parade	
2017	November	12	November 12, 2017	Weekend	1	4	8	12	5	5	5	10	4	0						49	rain	
2017	November	13	November 13, 2017	Weekday	2	3	1	1	3	5	5	4	3	3	2	6	0			38		
2017	November	14	November 14, 2017	Weekday	5	5	1	4	10	5	1	1	8	7	3	2	0			52		
2017	November	15	November 15, 2017	Weekday	1	0	4	6	6	7	8	2	11	12	10	4	0			71		
2017	November	16	November 16, 2017	Weekday	1	1	0	4	2	6	5	3	5	3	6	4	5	2	0	47		
2017	November	17	November 17, 2017	Weekday	2	4	6	4	12	10	6	2	12	14	12	8	6	0		106		
2017	November	18	November 18, 2017	Weekend	18	21	22	30	35	32	40	38	36	36	15	12	5	0		340	art fest	
2017	November	19	November 19, 2017	Weekend	5	5	6	45	52	40	36	12	10	0						206	art fest	
2017	November	20	November 20, 2017	Weekday	5	1	2	15	18	10	1	0	8	6	10	4	0			30		
2017	November	21	November 21, 2017	Weekday	1	0	5	6	6	5	1	2	6	10	12	5	0			59		
2017	November	22	November 22, 2017	Weekday	2	5	3	10	5	4	1	6	4	5	2	3	0			50		
2017	November	23	November 23, 2017	Weekday	2	4	5	4	4	1	5	10	4	2	2	5	6	6	0	60		
2017	November	24	November 24, 2017	Weekday	4	6	7	8	22	24	26	52	56	43	50	30	9	8	0	345		
2017	November	25	November 25, 2017	Weekend	6	10	55	45	60	65	65	52	23	30	25	20	15	5	0	411	art fest	
2017	November	26	November 26, 2017	Weekend	2	15	67	71	23	60	55	62	0							355	art fest	
2017	November	27	November 27, 2017	Weekday	2	2	1	7	6	2	4	2	20	21	26	0				93	fest trees	
2017	November	28	November 28, 2017	Weekday	1	3	6	8	8	2	5	5	7	4	2	0				51		
2017	November	29	November 29, 2017	Weekday	1	2	3	22	22	5	6	5	2	6	1	0				76	wald cxmas ride	
2017	November	30	November 30, 2017	Weekday	1	2	2	5	6	6	8	9	2	1	2	1	0	0		45		
2017	December	1	December 1, 2017	Weekday	5	3	6	12	14	18	4	3	20	40	55	50	35	15	3	288	xmas parade	
2017	December	2	December 2, 2017	Weekend	4	6	6	12	15	8	4	9	24	41	38	46	8	8		223		
2017	December	3	December 3, 2017	Weekend	5	8	8	24	31	32	8	10	12	0						130		
2017	December	4	December 4, 2017	Weekday	0	5	2	1	2	0	0	2	3	1	1	1	0			18		
2017	December	5	December 5, 2017	Weekday	2	3	4	8	10	7	2	1	18	19	14	8	0			96		
2017	December	6	December 6, 2017	Weekday	2	4	4	15	6	4	5	3	18	6	10	5	3	6	0	91		
2017	December	7	December 7, 2017	Weekday	5	4	1	15	6	8	4	0	7	10	15	5	8	8	0	96		
2017	December	8	December 8, 2017	Weekday	4	110	5	110	7	7	4	2	22	41	23	38	32	5	0	410	g waldeu pulytic	
2017	December	9	December 9, 2017	Weekend	4	6	5	10	5	1	0	9	25	10	5	4	8	0		92		
2017	December	10	December 10, 2017	Weekend	5	10	12	28	25	20	10	13	0							123		
2017	December	11	December 11, 2017	Weekday	2	1	7	10	15	5	0	1	9	15	5	10	0			30		
2017	December	12	December 12, 2017	Weekday	8	2	2	10	15	3	1	1	8	10	15	7	0			82		
2017	December	13	December 13, 2017	Weekday	4	6	1	14	16	5	2	2	10	12	9	1	0			82		
2017	December	14	December 14, 2017	Weekday	2	8	0	15	5	1	1	0	2	3	6	2	4	1	0	50		
2017	December	15	December 15, 2017	Weekday	6	4	2	10	8	5	3	1	0	22	43	38	23	12	0	177		
2017	December	16	December 16, 2017	Weekend	5	6	6	28	30	15	12	11	9	25	30	32	10	7	0	220		
2017	December	17	December 17, 2017	Weekend	4	10	23	18	26	21	15	0								133		
2017	December	18	December 18, 2017	Weekday	5	5	25	4	25	25	25	2	5	20	14	4				159	100 riders baptist sch	
2017	December	19	December 19, 2017	Weekday	6	8	6	5	6	110	80	16	125	76	37	8	0			488	Memorial Event	
2017	December	20	December 20, 2017	Weekday	7	3	2	10	14	12	4	4	15	11	18	22	0			122		
2017	December	21	December 21, 2017	Weekday	5	3	15	25	13	4	2	18	20	5	5	4	5	0		129		
2017	December	22	December 22, 2017	Weekday	3	33	5	32	15	8	1	0	15	5	7	3	6	7	0	140	gwaldeu tour 65	
2017	December	23	December 23, 2017	Weekend	8	7	6	16	26	32	15	31	28	12	8	9	5	0		203		
2017	December	24	December 24, 2017	Weekend	10	12	15	13	20	22	18	11	0							121		
2017	December	25	December 25, 2017	Weekday	5	3	6	12	10	13	3	2	22	30	34	28	0			0		Christmas
2017	December	26	December 26, 2017	Weekday	5	8	5	15	17	12	3	4	21	14	6	4	0			168		
2017	December	27	December 27, 2017	Weekday																114		

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	December	28	December 28, 2017	Weekday	5	7	8	42	4	41	4	5	4	15	23	4	6	4	0	172	apple treeacklin 82
2017	December	29	December 29, 2017	Weekday	3	6	4	2	5	2	8	7	6	4	5	3	1	2	0	58	
2017	December	30	December 30, 2017	Weekend	7	7	3	8	15	16	14	10	12	6	4	4	2	1	0	102	
2017	December	31	December 31, 2017	Weekend		6	7	10	5	15	12	8	3							66	
Total					833	2414	2889	4474	4998	3979	3069	2523	3875	5338	4013	2984	1647	1045	125	48120	

Tram Raw Data 2018

Year	Month	Day	Date	Weekend/Weekday	800am	900am	1000am	1100am	1200pm	100pm	200pm	300pm	400pm	500pm	600pm	700pm	800pm	900pm	1000pm	Total Day	Event
2018	January	1	January 1, 2018	Weekday																0	new year's holiday
2018	January	2	January 2, 2018	Weekday	5	3	1	6	8	2	1	0	10	18	9	11	0			74	
2018	January	3	January 3, 2018	Weekday	1	0	2	2	5	1	0	2	5	4	2	4	0			28	freezing
2018	January	4	January 4, 2018	Weekday	2	1	0	4	6	1	1	3	8	4	2	1	0	1	0	34	freezing rain
2018	January	5	January 5, 2018	Weekday	5	7	1	4	12	8	4	1	15	21	25	11	9	5	0	128	
2018	January	6	January 6, 2018	Weekend	8	12	15	27	23	12	10	22	34	35	15	10	5	0		228	
2018	January	7	January 7, 2018	Weekend	5	4	20	30	25	10	11	4	0						109	freezing	
2018	January	8	January 8, 2018	Weekday	1	0	1	3	12	5	0	3	2	1	3	0			31		
2018	January	9	January 9, 2018	Weekday	2	3	3	4	11	5	7	0	5	8	4	2	0		54		
2018	January	10	January 10, 2018	Weekday	6	4	1	8	6	5	3	2	5	10	6	4	0		60		
2018	January	11	January 11, 2018	Weekday	8	9	4	12	11	9	6	3	18	22	20	8	2	2	0	134	
2018	January	12	January 12, 2018	Weekday	7	9	4	75	75	8	5	4	19	41	38	25	9	15	0	334	apple day car klowns
2018	January	13	January 13, 2018	Weekend		45	38	52	32	41	33	62	18	23	36	42	38	14	0	474	Boat Show
2018	January	14	January 14, 2018	Weekend		23	28	45	48	31	16	15	12	18	23				259	Boat Show	
2018	January	15	January 15, 2018	Weekday	7	80	15	25	32	10	34	12	8	10	5	4	0		242	milk parade picnic	
2018	January	16	January 16, 2018	Weekday	3	5	2	9	11	4	4	5	16	12	13	3	0		87		
2018	January	17	January 17, 2018	Weekday	2	1	4	6	7	9	4	4	2	12	14	5	7	0	73		
2018	January	18	January 18, 2018	Weekday	1	3	5	2	6	5	1	0	18	8	14	11	6	2	0	82	freezing
2018	January	19	January 19, 2018	Weekday	2	3	6	8	10	3	2	3	12	14	10	5	6	4	0	88	
2018	January	20	January 20, 2018	Weekend		8	6	23	46	29	24	31	35	36	37	10	5	5	0	295	
2018	January	21	January 21, 2018	Weekend		7	12	18	25	32	30	28	11	0					163		
2018	January	22	January 22, 2018	Weekday	1	2	0	3	6	7	1	1	6	7	2	3	0		39		
2018	January	23	January 23, 2018	Weekday	3	5	4	12	14	6	2	3	14	12	18	10	0		103		
2018	January	24	January 24, 2018	Weekday	5	6	2	16	15	10	4	5	18	12	24	6	0		123		
2018	January	25	January 25, 2018	Weekday	3	7	8	9	3	12	4	4	4	3	2	6	2	1	0	68	
2018	January	26	January 26, 2018	Weekday	5	8	4	12	18	9	5	2	4	20	23	25	19	12	0	166	
2018	January	27	January 27, 2018	Weekend		6	7	14	12	10	2	1	3	10	12	8	4	2	0	91	
2018	January	28	January 28, 2018	Weekend															158	apple day car klowns	
2018	January	29	January 29, 2018	Weekday	5	10	12	80	80	4	5	4	6	12	7	4	0		229		
2018	January	30	January 30, 2018	Weekday	10	5	6	12	18	21	18	25	26	30	15	14	0		200		
2018	January	31	January 31, 2018	Weekday	5	3	2	10	15	10	5	6	12	10	5	5	0		88		
2018	February	1	February 1, 2018	Weekday	6	4	3	7	11	9	3	2	15	23	12	5	16	15	0	131	
2018	February	2	February 2, 2018	Weekday	8	7	5	12	15	14	4	2	18	21	23	30	5	9	0	173	
2018	February	3	February 3, 2018	Weekend		10	16	23	12	11	10	7	20	22	37	21	30	12	0	231	
2018	February	4	February 4, 2018	Weekend		12	26	40	30	42	29	41	15	0					235		
2018	February	5	February 5, 2018	Weekday	2	4	0	9	11	8	1	0	5	4	8	4	0		56		
2018	February	6	February 6, 2018	Weekday	5	4	7	15	10	8	4	2	15	12	11	7	0		100		
2018	February	7	February 7, 2018	Weekday	5	5	2	3	10	10	11	0	15	20	15	20	0		116		
2018	February	8	February 8, 2018	Weekday	8	6	12	11	15	9	10	8	23	33	12	15	9	7	0	178	
2018	February	9	February 9, 2018	Weekday	10	8	12	22	25	18	5	4	19	37	31	18	30	9	0	248	
2018	February	10	February 10, 2018	Weekend	12	25	40	42	46	49	23	30	43	43	45	37	11	10	0	410	
2018	February	11	February 11, 2018	Weekend	15	32	45	56	61	56	15	56	15	12	0				292		
2018	February	12	February 12, 2018	Weekday	4	3	5	15	20	10	0	0	3	5	10	5	0	0	80		
2018	February	13	February 13, 2018	Weekday	6	2	2	6	8	5	2	1	7	16	15	14	0		84		
2018	February	14	February 14, 2018	Weekday	8	2	2	10	15	15	8	0	25	30	11	10	0		136		
2018	February	15	February 15, 2018	Weekday	6	2	20	25	20	20	20	20	25	10	28	8	7	4	0	215	tour museum klowns
2018	February	16	February 16, 2018	Weekday	8	30	30	10	30	35	30	20	35	45	50	40	20	10	0	993	baptist school
2018	February	17	February 17, 2018	Weekend	15	20	35	41	32	15	35	35	26	25	28	12	18	15	0	317	
2018	February	18	February 18, 2018	Weekend	20	25	15	10	42	45	45	35	10	0					202		
2018	February	19	February 19, 2018	Weekday	6	4	2	10	12	8	2	0	20	25	10	0	0	0	99		
2018	February	20	February 20, 2018	Weekday	8	10	15	15	12	10	10	28	38	35	6	6	0		193	3 tours	
2018	February	21	February 21, 2018	Weekday	6	4	6	10	8	6	2	2	12	18	5	5	0		88		
2018	February	22	February 22, 2018	Weekday	5	8	6	15	20	12	2	1	11	14	7	9	10	8	0	128	
2018	February	23	February 23, 2018	Weekday	10	12	21	25	30	41	45	12	5	36	66	62	12	18	0	995	
2018	February	24	February 24, 2018	Weekend	20	35	34	38	56	23	45	55	57	23	34	10	7	0	437	art fest	
2018	February	25	February 25, 2018	Weekend	45	38	56	71	80	80	23	66	45	0					424	art fest	
2018	February	26	February 26, 2018	Weekday	2	6	4	5	7	11	2	4	6	7	5	6	0		65		
2018	February	27	February 27, 2018	Weekday	4	3	5	6	8	6	4	3	8	10	6	4	0		67		
2018	February	28	February 28, 2018	Weekday	8	8	10	30	15	22	6	4	23	18	6	5	0		155		
2018	March	1	March 1, 2018	Weekday	3	2	2	8	7	5	2	9	12	14	10	7	4	0	90		
2018	March	2	March 2, 2018	Weekday	5	7	6	15	20	14	9	3	22	30	35	28	19	4	0	218	
2018	March	3	March 3, 2018	Weekend	8	247	32	23	19	21	20	25	38	40	15	12	13	0	513	Book Fair	
2018	March	4	March 4, 2018	Weekend	10	26	41	52	50	47	10	1	0						237		
2018	March	5	March 5, 2018	Weekday	2	1	4	3	5	1	0	1	10	5	1	5	0	0	38		
2018	March	6	March 6, 2018	Weekday	4	6	5	10	9	10	5	1	18	12	25	15	0		120		
2018	March	7	March 7, 2018	Weekday	3	1	6	12	15	5	4	1	18	10	5	9			89		
2018	March	8	March 8, 2018	Weekday	4	5	7	14	12	6	4	8	21	18	14	20	3	0	139		
2018	March	9	March 9, 2018	Weekday	5	3	4	15	12	15	5	2	12	25	29	10	12	6	0	155	
2018	March	10	March 10, 2018	Weekend		8	5	15	20	14	5	2	25	28	10	12	9	8	0	151	
2018	March	11	March 11, 2018	Weekend		10	12	30	35	38	22	3	4	0					95		
2018	March	12	March 12, 2018	Weekday	5	4	5	10	9	8	2	1	15	25	4	7	0		127		
2018	March	13	March 13, 2018	Weekday	4	4	5	15	18	12	8	6	21	24	8	2	0				

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event	
2018	March	14	March 14, 2018	Weekday	6	9	8	18	24	10	3	2	19	35	28	19	0			181		
2018	March	15	March 15, 2018	Weekday	5	5	33	12	31	15	18	15	25	15	10	25	8	8	0	225	10st to park	
2018	March	16	March 16, 2018	Weekday	4	6	5	20	10	5	4	1	22	18	18	10	5	4	0	132		
2018	March	17	March 17, 2018	Weekend	8	10	22	33	45	20	23	23	23	18	33	31	12	14	0	292	st pets day	
2018	March	18	March 18, 2018	Weekend	10	15	40	35	42	22	8	6	6	0	0	0	0			178		
2018	March	19	March 19, 2018	Weekday	8	4	4	12	9	8	3	0	15	23	20	10	0			116		
2018	March	20	March 20, 2018	Weekday	3	5	7	11	12	9	0	1	18	15	6	7	0	0		94	gw kwanis	
2018	March	21	March 21, 2018	Weekday	4	5	28	10	28	8	15	3	13	11	24	20	0	0	169			
2018	March	22	March 22, 2018	Weekday	6	8	10	12	18	14	5	5	17	18	20	26	4	6	0	169		
2018	March	23	March 23, 2018	Weekday	8	6	8	16	15	12	5	3	21	40	42	9	10	8	0	203		
2018	March	24	March 24, 2018	Weekend	10	12	14	16	16	12	23	15	20	36	30	19	6	7	0	220		
2018	March	25	March 25, 2018	Weekend	10	15	23	33	45	30	18	2	0	12	8	3	2	0		176		
2018	March	26	March 26, 2018	Weekday	4	2	5	15	11	12	1	0	12	8	3	2	0	0		75	10stgwautpck	
2018	March	27	March 27, 2018	Weekday	4	40	49	8	10	12	6	1	12	16	8	5	0			171		
2018	March	28	March 28, 2018	Weekday	4	6	6	4	15	15	5	0	5	12	3	4	0	0		79		
2018	March	29	March 29, 2018	Weekday	5	3	5	10	9	16	1	1	30	32	28	26	9	11	0	188		
2018	March	30	March 30, 2018	Weekday	10	4	6	18	24	11	3	0	41	36	25	17	10	8	0	213		
2018	March	31	March 31, 2018	Weekend	30	35	30	40	35	30	14	25	42	47	51	34	32	0		445	Baptist Picnic	
2018	April	1	April 1, 2018	Weekend	8	21	19	30	38	22	25	13	0	0	0	0	0	0		176		
2018	April	2	April 2, 2018	Weekday	0	35	8	35	5	7	9	3	8	0	2	3	0	0		115	gw auto soc	
2018	April	3	April 3, 2018	Weekday	3	6	5	15	17	12	2	1	19	25	12	3	0	0		120		
2018	April	4	April 4, 2018	Weekday	5	7	4	10	9	13	5	7	15	5	9	6	0			95		
2018	April	5	April 5, 2018	Weekday	7	9	4	11	18	16	5	2	18	25	35	10	11	7	0	178		
2018	April	6	April 6, 2018	Weekday	10	12	6	25	35	20	8	5	36	48	52	50	32	16	0	355		
2018	April	7	April 7, 2018	Weekend	23	35	10	15	22	15	12	15	12	15	20	10	8	12	5	0	202	city outing
2018	April	8	April 8, 2018	Weekend	10	18	36	45	43	32	8	10	0	0	0	0	0	0	0	202		
2018	April	9	April 9, 2018	Weekday	2	1	3	6	4	6	1	0	7	5	6	6	0	0		47		
2018	April	10	April 10, 2018	Weekday	6	6	10	5	15	13	5	0	10	15	5	7	0	0		97		
2018	April	11	April 11, 2018	Weekday	1	1	0	15	10	5	2	3	6	2	4	2	0	0		51		
2018	April	12	April 12, 2018	Weekday	5	7	5	20	25	7	1	0	23	28	17	15	9	8	0	170		
2018	April	13	April 13, 2018	Weekday	9	6	5	20	15	10	2	0	18	40	38	30	8	9	0	210		
2018	April	14	April 14, 2018	Weekend	12	16	47	51	18	25	10	33	41	36	29	15	20	0		353	art fest	
2018	April	15	April 15, 2018	Weekend	15	20	37	51	67	45	23	12	0	0	0	0	0	0		270	art fest	
2018	April	16	April 16, 2018	Weekday	2	1	2	6	8	6	1	0	7	5	2	10	0	0		50		
2018	April	17	April 17, 2018	Weekday	1	1	0	4	5	7	2	1	5	14	1	4	0	0		45		
2018	April	18	April 18, 2018	Weekday	4	5	1	5	15	1	4	0	20	10	5	6	0	0		76		
2018	April	19	April 19, 2018	Weekday	4	2	6	5	8	5	4	6	7	6	4	2	3	1	0	63		
2018	April	20	April 20, 2018	Weekday	3	7	9	15	20	23	5	2	18	37	28	12	9	12	0	200		
2018	April	21	April 21, 2018	Weekend	5	7	8	5	4	5	14	4	8	10	15	13	5	0	103			
2018	April	22	April 22, 2018	Weekend	8	5	5	10	12	10	7	10	0	0	0	0	0	0		67		
2018	April	23	April 23, 2018	Weekday	4	3	0	1	8	4	3	2	1	2	5	9	0	0		42		
2018	April	24	April 24, 2018	Weekday	2	4	1	6	7	4	1	0	10	17	9	7	0	0		68		
2018	April	25	April 25, 2018	Weekday	7	4	6	15	12	14	3	1	19	16	23	8	0	0		128		
2018	April	26	April 26, 2018	Weekday	8	7	3	15	19	12	4	3	16	20	21	11	7	9	7	162		
2018	April	27	April 27, 2018	Weekday	5	3	6	13	18	7	5	2	12	14	15	8	10	7	8	193	Sea Food Fest	
2018	April	28	April 28, 2018	Weekend	10	26	42	40	15	47	40	35	30	37	29	23	15	26		415	Sea Food Fest	
2018	April	29	April 29, 2018	Weekend	15	28	33	45	51	38	40	33	37	29	23	15	26		288	Sea Food Fest		
2018	April	30	April 30, 2018	Weekday	4	2	3	15	12	14	3	2	9	11	6	5	0	0		86		
2018	May	1	May 1, 2018	Weekday	6	5	5	8	5	6	3	2	7	8	6	5	0	0		66		
2018	May	2	May 2, 2018	Weekday	5	4	5	6	8	5	2	1	9	15	11	3	0	0		74		
2018	May	3	May 3, 2018	Weekday	3	50	20	50	7	6	6	2	5	5	4	3	0	0		161	g walden kwanis	
2018	May	4	May 4, 2018	Weekday	3	47	5	47	5	4	5	1	12	6	7	4	12	8	0	166	g walden kwanis	
2018	May	5	May 5, 2018	Weekend	5	5	2	10	8	6	7	3	20	8	5	22	15	0		116		
2018	May	6	May 6, 2018	Weekend	5	10	12	23	25	26	29	8	0	0	0	0	0	0		138	jd parker kwanis	
2018	May	7	May 7, 2018	Weekday	3	24	3	24	5	2	1	0	4	6	8	2	0	0		82		
2018	May	8	May 8, 2018	Weekday	2	4	5	6	6	4	2	2	10	22	21	5	0	0		89		
2018	May	9	May 9, 2018	Weekday	0	5	44	8	44	14	3	1	20	22	8	6	0	0		175	g walden kwanis	
2018	May	10	May 10, 2018	Weekday	4	3	2	12	9	7	2	1	12	10	5	4	0	0		71		
2018	May	11	May 11, 2018	Weekday	4	6	8	10	15	14	3	2	17	22	25	15	6	8	0	155		
2018	May	12	May 12, 2018	Weekend	30	125	100	110	110	134	8	15	56	32	44	12	9	0		785	Heritage Houses	
2018	May	13	May 13, 2018	Weekend	3	2	2	2	5	10	15	1	2	0	0	0	0	0		40	rain	
2018	May	14	May 14, 2018	Weekday	2	4	2	8	12	4	2	0	10	9	8	3	0	0		64		
2018	May	15	May 15, 2018	Weekday	3	1	2	11	14	2	0	1	12	20	7	4	0	0		77		
2018	May	16	May 16, 2018	Weekday	2	30	5	30	4	2	2	3	6	5	8	4	0	0		101	g walden kwanis	
2018	May	17	May 17, 2018	Weekday	5	4	4	3	15	14	5	3	33	23	18	11	0	0		138		
2018	May	18	May 18, 2018	Weekday	6	8	5	15	22	7	4	2	25	32	20	18	10	11	0	185		
2018	May	19	May 19, 2018	Weekend	0	0	0	3	2	5	1	0	4	0	2	2	0	5	6	0	26	heavy rain
2018	May	20	May 20, 2018	Weekend	1	0	0	3	3	5	6	5	4	0	0	1	3	0		27	heavy rain	
2018	May	21	May 21, 2018	Weekday	0	0	1	5	4	2	0	2	2	3								

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	May	25	May 25, 2018	Weekday	2	0	1	3	4	6	8	1	3	2	5	8	5	7	0	55	
2018	May	26	May 26, 2018	Weekend		5	3	12	15	6	8	11	7	10	5	5	3	2	0	92	
2018	May	27	May 27, 2018	Weekend		6	8	14	16	6	2	5	6	0	0	0	0	0	0	52	
2018	May	28	May 28, 2018	Weekday	3	5	2	12	10	5	8	4	13	18	6	14	0	0	0	100	
2018	May	29	May 29, 2018	Weekday	1	0	3	8	6	5	1	5	4	4	5	3	0	0	0	45	
2018	May	30	May 30, 2018	Weekday	3	3	7	12	7	8	3	9	12	9	17	12	0	0	0	102	
2018	May	31	May 31, 2018	Weekday	0	1	2	4	2	1	3	5	4	0	0	1	2	0	0	22	rain
2018	June	1	June 1, 2018	Weekday	5	4	5	15	20	5	10	2	18	22	31	28	30	12	0	207	
2018	June	2	June 2, 2018	Weekend		6	7	23	31	12	10	8	19	23	16	14	12	10	0	191	
2018	June	3	June 3, 2018	Weekend		5	4	15	22	10	12	13	0	0	0	0	0	0	0	84	
2018	June	4	June 4, 2018	Weekday	2	1	5	3	4	5	3	5	6	7	8	3	0	0	0	52	
2018	June	5	June 5, 2018	Weekday	3	2	6	10	12	18	4	10	10	15	20	10	0	0	0	120	
2018	June	6	June 6, 2018	Weekday	5	4	18	7	18	6	5	9	12	14	11	18	0	0	0	127	10th street
2018	June	7	June 7, 2018	Weekday	4	5	11	14	12	7	5	2	15	14	12	8	0	0	0	109	
2018	June	8	June 8, 2018	Weekday	5	4	5	12	10	8	4	4	17	18	19	7	8	6	0	127	
2018	June	9	June 9, 2018	Weekend		5	8	18	28	26	23	12	9	21	23	6	5	5	0	189	
2018	June	10	June 10, 2018	Weekend		4	12	18	10	9	15	10	0	0	0	0	0	0	0	94	
2018	June	11	June 11, 2018	Weekday	3	2	2	8	11	9	3	1	18	12	9	8	0	0	0	85	
2018	June	12	June 12, 2018	Weekday	5	4	2	8	10	5	0	1	14	12	18	5	0	0	0	84	
2018	June	13	June 13, 2018	Weekday	4	6	22	4	22	6	4	0	10	10	5	0	0	0	0	93	gw ride
2018	June	14	June 14, 2018	Weekday	5	7	4	15	10	6	1	4	20	12	21	11	0	0	0	115	
2018	June	15	June 15, 2018	Weekday	4	6	4	16	12	8	0	1	15	5	1	1	2	0	0	75	rain
2018	June	16	June 16, 2018	Weekend		8	12	20	35	41	10	10	20	35	30	5	5	0	0	231	rain
2018	June	17	June 17, 2018	Weekend		6	10	20	35	30	37	6	6	0	0	0	0	0	0	150	
2018	June	18	June 18, 2018	Weekday	1	0	2	8	6	3	2	1	10	5	2	8	0	0	0	48	
2018	June	19	June 19, 2018	Weekday	3	1	3	3	10	5	3	2	10	1	4	2	0	0	0	47	
2018	June	20	June 20, 2018	Weekday	1	2	2	16	10	18	1	2	11	9	7	21	0	0	0	100	
2018	June	21	June 21, 2018	Weekday	2	1	0	5	11	7	6	4	1	3	5	5	3	0	0	53	rain
2018	June	22	June 22, 2018	Weekday	3	3	6	9	10	3	1	20	3	20	5	5	16	18	0	122	10th strath
2018	June	23	June 23, 2018	Weekend		5	8	15	12	21	9	8	22	33	32	21	14	11	0	211	
2018	June	24	June 24, 2018	Weekend		6	6	10	31	5	7	10	24	0	0	0	0	0	0	99	
2018	June	25	June 25, 2018	Weekday	1	0	5	9	8	6	4	1	5	7	12	7	0	0	0	65	
2018	June	26	June 26, 2018	Weekday	0	3	5	10	5	4	2	1	10	5	3	7	0	0	0	55	
2018	June	27	June 27, 2018	Weekday	4	45	6	51	8	9	6	9	15	20	21	3	0	0	0	197	gwalden kwanis
2018	June	28	June 28, 2018	Weekday	3	16	4	11	9	6	4	2	20	32	30	18	0	0	0	135	
2018	June	29	June 29, 2018	Weekday	5	5	7	7	4	6	8	1	15	35	38	25	12	15	0	185	
2018	June	30	June 30, 2018	Weekend		6	5	7	20	12	9	6	9	25	10	12	5	8	0	134	
2018	July	1	July 1, 2018	Weekend		1	2	0	9	10	4	1	0	8	12	9	2	0	0	138	rain
2018	July	2	July 2, 2018	Weekday	2	4	1	8	12	4	4	1	25	24	21	27	0	0	0	133	
2018	July	3	July 3, 2018	Weekday	5	4	5	7	8	9	15	21	13	23	51	147	120	70	18	516	Independence Day
2018	July	4	July 4, 2018	Weekday	2	2	1	10	9	5	1	5	1	12	15	7	0	0	0	70	
2018	July	5	July 5, 2018	Weekday	2	2	3	7	6	3	1	2	15	20	22	23	12	13	0	132	
2018	July	6	July 6, 2018	Weekday	3	2	3	7	6	3	1	2	18	31	33	5	2	3	0	171	
2018	July	7	July 7, 2018	Weekend		5	12	21	22	10	5	4	18	31	33	5	2	3	0	171	rain
2018	July	8	July 8, 2018	Weekend		2	4	2	12	22	10	11	15	0	0	0	0	0	0	78	rain
2018	July	9	July 9, 2018	Weekday	0	0	2	3	1	0	0	2	1	3	5	3	0	0	0	20	rain
2018	July	10	July 10, 2018	Weekday	2	1	0	2	8	7	1	0	8	21	10	12	0	0	0	72	
2018	July	11	July 11, 2018	Weekday	1	4	3	6	9	4	1	0	10	21	5	8	0	0	0	72	
2018	July	12	July 12, 2018	Weekday	3	2	2	11	12	8	2	3	15	18	10	5	0	0	0	91	
2018	July	13	July 13, 2018	Weekday	5	45	6	8	52	8	9	6	20	32	12	15	10	4	0	232	10 st ceramic
2018	July	14	July 14, 2018	Weekend		5	7	9	21	10	8	2	23	34	12	18	6	8	0	163	
2018	July	15	July 15, 2018	Weekend		3	6	17	15	15	6	12	12	0	0	0	0	0	0	86	
2018	July	16	July 16, 2018	Weekday	1	20	1	20	13	5	0	1	3	10	3	3	0	0	0	80	gwalden
2018	July	17	July 17, 2018	Weekday	2	4	6	8	12	9	3	1	9	15	12	10	0	0	0	91	
2018	July	18	July 18, 2018	Weekday	3	2	3	5	6	22	5	22	5	7	5	5	0	0	0	90	10 st
2018	July	19	July 19, 2018	Weekday	2	1	1	10	12	8	4	1	15	6	4	7	0	0	0	71	
2018	July	20	July 20, 2018	Weekday	0	6	5	15	12	17	13	7	9	6	9	21	22	12	0	154	
2018	July	21	July 21, 2018	Weekend		7	15	25	12	14	15	32	36	41	32	10	12	14	0	265	
2018	July	22	July 22, 2018	Weekend		3	3	6	15	22	10	15	13	0	0	0	0	0	0	87	
2018	July	23	July 23, 2018	Weekday	5	3	2	3	4	4	4	2	2	6	5	4	0	0	0	44	
2018	July	24	July 24, 2018	Weekday	5	24	3	4	24	4	3	4	6	6	4	6	0	0	0	93	gwalden
2018	July	25	July 25, 2018	Weekday	3	2	2	2	3	4	3	4	4	4	8	7	0	0	0	48	gwalden
2018	July	26	July 26, 2018	Weekday	2	20	6	3	20	4	3	7	7	6	4	3	0	0	0	85	gwalden
2018	July	27	July 27, 2018	Weekday	2	4	10	25	23	12	11	15	17	30	37	9	7	13	0	215	
2018	July	28	July 28, 2018	Weekend		7	5	5	12	10	12	11	9	5	3	8	4	5	0	96	
2018	July	29	July 29, 2018	Weekend		6	22	28	23	30	32	30	23	19	0	0	0	0	0	188	
2018	July	30	July 30, 2018	Weekday	1	0	2	2	8	6	3	2	6	2	3	5	0	0	0	40	
2018	July	31	July 31, 2018	Weekday	2	3	3	5	3	5	7	7	6	5	6	2	0	0	0	54	
2018	August	1	August 1, 2018	Weekday	2	3	5	8	6	2	3	1	10	18	6	16	0	0	0	80	
2018	August	2	August 2, 2018	Weekday	4	3	2	7	11	12	5	2	15	20	2	7	0	0	0	90	
2018	August	3	August 3, 2018	Weekday	2	5	3	4	10	9	8	5	15	12	10	5	1	4	0	99	
2018	August	4	August 4, 2018	Weekend		8	15	23	10	11	13	19	24	10	9	8	10	5	0	165	

Year	Month	Day	Date	Weekend/Weekday	800am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	TotalDay	Event
2018	August	5	August 5, 2018	Weekend		1	1	8	15	2	1	9	6	0	0	0	0			43	rain
2018	August	6	August 6, 2018	Weekday	1	0	5	9	6	1	0	0	8	2	0	0	0			32	rain
2018	August	7	August 7, 2018	Weekday	2	4	4	9	11	3	3	2	15	13	10	10	0			86	
2018	August	8	August 8, 2018	Weekday	2	3	5	8	4	4	2	1	5	3	3	7	0			47	
2018	August	9	August 9, 2018	Weekday	1	0	2	2	2	1	2	2	10	5	3	4	0			34	rain
2018	August	10	August 10, 2018	Weekday	5	3	2	10	8	5	4	7	18	30	9	12	14	3	0	130	
2018	August	11	August 11, 2018	Weekend		5	6	15	8	7	9	3	5	4	2	5	3	7	0	79	rain
2018	August	12	August 12, 2018	Weekend		4	8	18	12	12	10	5	15	0	0	0	0			84	
2018	August	13	August 13, 2018	Weekday	2	3	1	3	5	3	4	6	3	8	2	6	0			46	rain
2018	August	14	August 14, 2018	Weekday	1	2	0	1	5	4	2	2	9	14	6	5	0			51	rain
2018	August	15	August 15, 2018	Weekday	1	4	4	1	4	5	2	0	12	6	6	0	0			51	rain
2018	August	16	August 16, 2018	Weekday	3	4	2	6	7	4	2	1	8	12	15	0	0			70	
2018	August	17	August 17, 2018	Weekday	4	5	2	11	8	6	2	3	15	30	33	12	10	5	0	146	
2018	August	18	August 18, 2018	Weekend		6	8	15	12	10	8	14	20	14	32	18	3	2	0	162	
2018	August	19	August 19, 2018	Weekend		5	12	6	8	4	12	8	10	0	0	0	0			65	
2018	August	20	August 20, 2018	Weekday	2	1	4	6	5	4	2	0	4	8	2	1	0			39	
2018	August	21	August 21, 2018	Weekday	3	3	6	10	11	5	3	2	12	17	20	8	0	0		100	
2018	August	22	August 22, 2018	Weekday	4	2	2	8	15	6	9	5	12	5	2	11	0	0		81	
2018	August	23	August 23, 2018	Weekday	5	1	3	9	11	4	5	2	5	6	4	6	0	0		61	
2018	August	24	August 24, 2018	Weekday	4	6	3	2	3	3	7	9	18	22	5	9	8	12	0	111	
2018	August	25	August 25, 2018	Weekend		2	2	3	8	9	8	6	8	1	0	5	3	3	0	58	rain
2018	August	26	August 26, 2018	Weekend		6	4	10	12	15	23	24	11	0	0	0	0			105	
2018	August	27	August 27, 2018	Weekday	1	0	3	5	6	1	0	1	2	1	0	6	0	0		26	rain
2018	August	28	August 28, 2018	Weekday	2	3	5	6	4	2	1	1	0	6	8	10	0	0		48	rain
2018	August	29	August 29, 2018	Weekday	4	4	8	9	5	3	7	2	12	15	25	0	0			96	rain
2018	August	30	August 30, 2018	Weekday	5	4	3	6	12	11	9	1	3	10	12	7	0	0		88	
2018	August	31	August 31, 2018	Weekday	5	5	3	7	13	10	8	5	2	5	16	11	5	12	0	107	
2018	September	1	September 1, 2018	Weekend		3	7	12	23	11	14	6	22	20	8	9	6	8	0	149	
2018	September	2	September 2, 2018	Weekend		2	5	7	5	25	21	10	5	0	0	0	0			80	
2018	September	3	September 3, 2018	Weekday	2	1	4	6	3	2	2	0	8	9	10	8	0	0		55	
2018	September	4	September 4, 2018	Weekday	1	0	4	3	5	3	2	1	2	7	12	7	8	0		53	
2018	September	5	September 5, 2018	Weekday	3	4	2	7	8	6	2	4	12	5	4	8	0	0		65	
2018	September	6	September 6, 2018	Weekday	1	0	5	7	4	5	2	1	7	4	4	7	0	0		47	
2018	September	7	September 7, 2018	Weekday	4	5	5	11	8	4	3	4	12	21	25	7	4	7	0	120	
2018	September	8	September 8, 2018	Weekend		6	5	4	5	9	10	13	18	10	8	12	3	8	0	111	
2018	September	9	September 9, 2018	Weekend		12	15	6	12	11	13	10	7	0	0	0	0			86	
2018	September	10	September 10, 2018	Weekday	4	6	20	10	20	5	7	2	2	7	3	5	0	0		91	10th ST PU
2018	September	11	September 11, 2018	Weekday	2	4	4	6	8	3	2	0	9	11	0	1	0	0		50	RAIN
2018	September	12	September 12, 2018	Weekday	2	1	1	5	2	1	1	0	7	8	5	4	0	0		37	
2018	September	13	September 13, 2018	Weekday	5	4	5	9	10	8	4	3	12	14	8	6	0	0		88	
2018	September	14	September 14, 2018	Weekday	5	6	10	9	4	5	7	2	14	30	9	1	2	0	0	104	
2018	September	15	September 15, 2018	Weekend		8	12	12	14	15	9	11	15	38	30	5	6	4	0	179	
2018	September	16	September 16, 2018	Weekend		4	6	6	3	3	33	12	12	0	0	0	0			79	
2018	September	17	September 17, 2018	Weekday	2	4	3	2	3	3	2	6	8	7	5	5	0	0		50	
2018	September	18	September 18, 2018	Weekday	4	4	2	4	3	1	3	5	3	2	2	2	0	0		35	
2018	September	19	September 19, 2018	Weekday	2	4	25	3	25	3	7	10	12	12	5	0	0	0		115	10th pu
2018	September	20	September 20, 2018	Weekday	2	3	0	1	6	12	0	5	8	14	23	12	0	0		86	
2018	September	21	September 21, 2018	Weekday	3	1	5	3	12	6	4	14	10	9	3	9	8	8	0	95	
2018	September	22	September 22, 2018	Weekend		3	4	7	8	9	7	6	9	22	24	10	1	1	0	111	
2018	September	23	September 23, 2018	Weekend		4	11	8	6	5	7	22	34	0	0	0	0			97	
2018	September	24	September 24, 2018	Weekday	1	0	3	2	1	3	1	3	2	2	8	8	0	0		34	
2018	September	25	September 25, 2018	Weekday	2	1	3	3	8	7	5	4	4	5	4	4	0	0		50	
2018	September	26	September 26, 2018	Weekday	3	4	4	8	14	10	5	2	8	6	3	10	0	0		77	
2018	September	27	September 27, 2018	Weekday	4	6	5	9	12	13	10	1	4	5	3	2	0	0		74	RAIN
2018	September	28	September 28, 2018	Weekday	7	8	4	12	8	5	3	1	22	34	9	10	6	8	0	137	
2018	September	29	September 29, 2018	Weekend		10	14	7	8	11	12	14	9	22	23	10	7	6	0	153	
2018	September	30	September 30, 2018	Weekend		12	15	10	22	28	30	22	11	0	0	0	0			150	
2018	October	1	October 1, 2018	Weekday	1	0	3	8	7	4	0	0	2	5	2	1	0	0		33	
2018	October	2	October 2, 2018	Weekday	2	5	4	3	8	2	1	1	10	12	5	5	0	0		58	
2018	October	3	October 3, 2018	Weekday	5	2	6	8	10	3	2	0	13	20	6	3	0	0		78	
2018	October	4	October 4, 2018	Weekday	4	5	7	7	11	12	4	2	22	18	3	2	1	3	0	101	
2018	October	5	October 5, 2018	Weekday	5	5	2	3	5	4	2	3	20	15	10	5	4	6	0	89	
2018	October	6	October 6, 2018	Weekend		6	4	10	11	5	6	4	18	33	21	27	6	1	0	152	
2018	October	7	October 7, 2018	Weekend		7	6	7	9	21	4	15	15	0	0	0	0			84	
2018	October	8	October 8, 2018	Weekday	5	3	2	9	11	10	4	2	2	3	4	5	0	0		60	
2018	October	9	October 9, 2018	Weekday	4	3	3	6	9	8	2	1	10	21	20	4	0	0		91	
2018	October	10	October 10, 2018	Weekday	2	1	0	7	5	9	0	1	8	6	1	4	0	0		44	
2018	October	11	October 11, 2018	Weekday	5	6	5	10	12	7	8	3	15	23	22	20	9	7	0	152	
2018	October	12	October 12, 2018	Weekday	7	5	3	8	13	5	2	1	17	32	16	11	2	4	0	126	
2018	October	13	October 13, 2018	Weekend		7	10	8	9	5	4	6	25	39	41	23	6	13	0	156	
2018	October	14	October 14, 2018	Weekend		8	23	30	36	12	10	11	18	0	0	0	0			148	
2018	October	15	October 15, 2018	Weekday	2	3	1	5	8	6	1	0	12	5	4	8	0	0		55	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	October	16	October 16, 2018	Weekday	3	1	2	6	5	8	1	1	9	6	8	5	0			55	
2018	October	17	October 17, 2018	Weekday	7	4	1	5	8	6	0	2	8	10	19	11	0			81	
2018	October	18	October 18, 2018	Weekday	5	7	8	6	7	5	8	4	8	25	20	5	4	5	0	117	
2018	October	19	October 19, 2018	Weekday	6	8	4	7	9	8	7	3	12	31	35	11	6	8	0	155	
2018	October	20	October 20, 2018	Weekend		45	62	58	70	75	65	71	26	35	30	44	43	21	0	642	Arts fest
2018	October	21	October 21, 2018	Weekend		55	35	42	42	45	35	51	65	0	0					370	Arts Fest
2018	October	22	October 22, 2018	Weekday	3	4	2	3	2	7	8	7	9	12	15	12	14			98	
2018	October	23	October 23, 2018	Weekday	5	6	4	3	7	8	8	7	9	9	2	2	1			71	
2018	October	24	October 24, 2018	Weekday	3	5	5	4	6	4	2	1	2	7	8	8	0			55	
2018	October	25	October 25, 2018	Weekday	2	2	4	6	5	3	3	2	1	8	7	13	0			56	
2018	October	26	October 26, 2018	Weekday	4	3	5	5	4	2	5	2	15	21	18	22	9	22	0	137	
2018	October	27	October 27, 2018	Weekend		25	64	70	55	45	56	12	35	15	20	10	12	8	0	427	Halloween Event
2018	October	28	October 28, 2018	Weekend		5	9	10	35	39	42	38	20	12	0					210	
2018	October	29	October 29, 2018	Weekday	2	1	4	5	2	4	3	4	2	7	9	8	0			51	
2018	October	30	October 30, 2018	Weekday	4	3	2	7	6	4	3	6	17	15	6	13	0			86	
2018	October	31	October 31, 2018	Weekday	3	5	6	6	2	6	3	1	5	8	5	6	0			56	
Total					810	2156	2744	4055	4669	3764	2713	2165	3962	4262	3601	2846	1199	936	59	39941	

