Marty Transit Development Plan

MAJOR UPDATE FISCAL YEARS 2025 – 2034

DRAFT Final Report

Draft Report
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Marty Transit Development Plan

MAJOR UPDATE FISCAL YEARS 2025 – 2034

DRAFT Report

PREPARED FOR:

Martin County Public Transit (Marty)

PREPARED BY:

MARTIN MPO Metropolitan Planning Organization

MARLIN ENGINEERING

KITTELSON & ASSOCIATES

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Abbreviations and Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ART	Area Regional Transit St Lucie County
AVL	Bus Automated Vehicle Location
BOCC	Board of County Commissioners
CAD/AVL	Computer-Aided Dispatch / Automatic Vehicle Location
CB	Commuter Bus
COA	Comprehensive Operational Analysis
COA	County Council on Aging
CRA	Community Redevelopment Agency
CSRC	CareerSource Research Coast
CTC	Community Transportation Coordinator
CTD	Commission for the Transportation Disadvantaged
DOR	Department of Revenue
DR	Demand Response
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FMLM	First Mile Last Mile
FTA	Federal Transit Administration
FTIS	Florida Transit Information System
FY	Fiscal Years
LCB-TD	Local Coordinating Board for the Transportation Disadvantaged
LRTP	Long Range Transportation Plan
MB	Motorbus
MDC	Mobile Data Computer
MOD	Mobility on Demand
MPO	Metropolitan Planning Organization
NHTSA	National Highway Traffic Safety Administration

NTD	National Transit Database
OTM	Census On The Map
PPP	Public Participation Plan
PRC	Project Review Committee
PROWAG	Public Rights of Way Access Guidelines
PTBG	Public Transit Block Grant
RTAP	Rural Transit Administration Program
SFCS	South Florida Commuter Services
SSA	Safe Systems Approach
SWG	Stakeholder Working Group
TAM	Transit Asset Management
TBEST	Transit Boardings and Estimation Tool
TDP	Transportation Development Plan
TDSP	Transportation Disadvantaged Service Plan
TES	Transit Efficiency Study
TIP	Transportation Improvement Program
TNC	Transportation Network Companies
USDOT	U.S. Department of Transportation
VA	Veteran's Administration
VMT	Vehicles Miles Traveled

EXECUTIVE SUMMARY

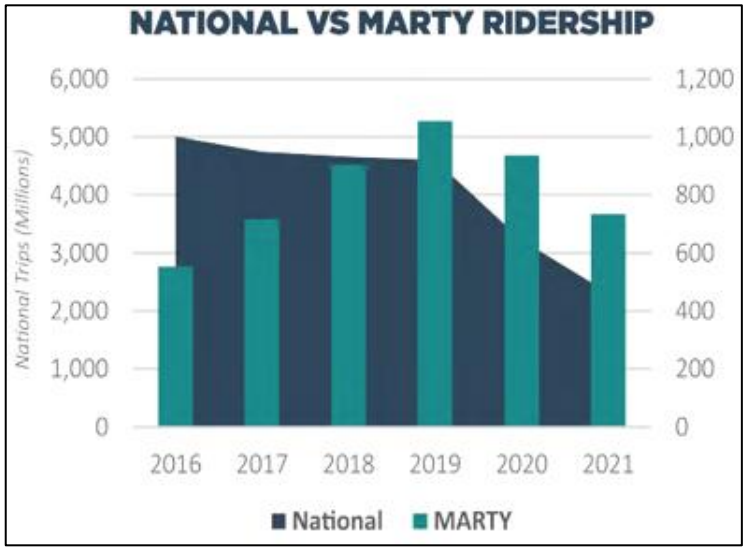
Introduction

The Martin County Transit Development Plan (TDP) Major Update for Fiscal Years 2025 to 2034 was funded and prepared by the Martin Metropolitan Planning Organization (MPO) in close coordination with Martin County Public Transit (Marty) management and staff. The TDP provides a strategic blueprint for public transportation in Martin County for the next ten years and conforms to the requirements of Rule Chapter 14-73, Florida Administrative Code (FAC) which allows jurisdictions to be eligible for the Florida Public Transportation Block Grants.

As a precursor to this TDP, the Martin MPO implemented a Transit Efficiency Study (TES) of the Marty system for the purposes of examining how the transit system can become more efficient and to identify direction from the MPO Policy Board for this TDP. The outcome of the study identifies potential strategies to improve ridership, efficiently expand services through additional stops and community transit to areas not currently served and for the future pursuit of supplemental funding opportunities to grow the transit system. Direction from the MPO Policy Board was to focus on ridership strategies that will improve the efficiency of the system.

Technical Analysis

An analysis of Baseline Conditions was performed to detail the community profile and land use characteristics and to assess how efficiently Marty provides service based on 2017-2021 National Transit Database (NTD) information. General metrics such as passenger trips, vehicle miles, revenue hours, and operating costs show improving trends over those past five years. The results of the review indicated that Marty experienced an overall 8% increase in ridership (inclusive of Covid impacts), while transit agencies nationwide, including Florida, experienced an overall decline of over 55%.



A peer systems analysis was also performed comparing Marty to five other transit agencies to gauge performance in FY 2022. In comparison, Marty is a very small linear system focused on the U.S. 1 corridor with a service area of only 65 square miles while other systems, with similar populations, were serving 217 square miles (Indian River Florida GoLine) and 758 square miles (Bay County Florida). Marty also had the lowest budget of all the systems at

$3,023,246 and the lowest ridership by far at 92,669 trips/year versus the five peers that ranged from 349,281 trips/year to 1,239,241 trips/year. The analysis also shows Marty as the least efficient system at $32.60 cost per trip while Indian River Florida GoLine was the most efficient at $4.35 per trip. While presenting the comparative metrics to the MPO Advisory Committees and MPO Policy Board the low ridership and high cost per rider metrics became a central concern of stakeholders and elected officials.

An analysis of Ten-Year Transit Demand was performed for the existing system in FY 2025 and FY 2034. Overall ridership is estimated to increase by only 13% in 2034 with the highest increases in ridership occurring on Routes 1, 2, and 20X. This analysis shows that the Marty system is very limited as, in its current operation, can only produce an average of 1.3% more ride per year in the next ten years without any improvement.

Route	2025 Boardings	2034 Boardings	Additional Boardings	Percent Change
Route 1	56,975	65,275	8,300	14.6%
Route 2	14,143	15,942	1,799	12.7%
Route 3	18,555	20,475	1,920	10.3%
Route 4	5,393	5,685	292	5.4%
Route 20X	11,367	12,884	1,517	13.3%
Total	106,433	120,261	13,828	13.0%

Public Involvement

The approach to the public involvement process aimed to actively engage a diverse range of community members across the County. This involved developing an online survey, facilitating six open houses, conducting interviews with elected officials, pop-up events, speaking events and holding monthly meetings with key stakeholders.

The general sentiment within the community suggests a need for transformation of the current system. Presently, the system faces limitations in terms of its coverage, schedules, and frequency. Furthermore, there is a recognized need to enhance the marketing of

the system, as most individuals approached were unfamiliar with its routes and schedule. There is also a perception in the community around the observed lack of passengers on buses and that the size of buses which does not resonate well with some sectors of the community.

The Public Involvement process began with developing a distinctive brand for the process and an online survey was made accessible to the public for five months. The survey effort was successful in obtaining input from 732 respondents. Key insights revealed that the community recognizes the need for the services provided by the system, especially for those unable to drive or lacking access to a private vehicle. The majority of respondents prioritized improvements related to span of service such as Saturday and Sunday service and more frequent service on existing routes. Among persons that had not used Marty in the past, the primary reasons for not utilizing the service included the perception that traveling by car is faster and concerns about inconvenience, with many expressed a lack of knowledge about the service routes and destinations.

Six open houses were organized, one per Commission District, with two events in District 3, where, because of its geography, where two events held, one in Indiantown and one in the Banner Lake Community. All six events included active outreach by holding the events outdoors at community centers, after school care centers, libraries, or other communal spaces, aimed to engage a broad segment of the community. Each event, lasted between two to four hours and provided attendees with the opportunity to learn about the transit system, voice their opinions, have a tour of a Marty Bus, express their needs, and participate in the survey. In addition to these scheduled events, the Metropolitan Planning Organization (MPO) and the County participated in various programmed events, on-board surveys and promoting the online survey and distributing information about the TDP involvement.

Discussions with event attendees were consistent with the survey results as they expressed support for the transit system, emphasizing its vital role in the community. Among the most requested improvements are for more information on how the system operates and where it goes, weekend service, additional bus stops, and increased frequency. Respondents also suggest boosting marketing efforts

to reach parts of the community that may be unaware of the service and its routes. The consensus is that a well-connected and coordinated system accessible to everyone will contribute to increased ridership.

Alternative Strategies

Potential transit improvement strategies were developed based on the Goal and objectives, baseline conditions, outreach, the transit gap analysis, plans reviewed, and the situational appraisal. The transit improvements, also referred to as alternatives, have been grouped into four strategies that range from no/low-cost improvements through reallocation of existing resources to more aspirational recommendations that will require additional funding.

Strategy 1 – Reallocate Resources

These strategies represent no/low-cost improvements that can be made in the short term and would require a reallocation of resources with minimal and/or no additional resources.

- **Improve transfer timings**. Optimizing the schedules for transfers.
- **Split Route 3.** Split Route 3 into two circulators to increase coverage to shopping, community and medical destinations.
- **Extend Route 2.** Extending the route to the Walmart in Stuart would add a desired shopping destination for Indiantown residents and create transfer opportunities to Routes 1 and Split Route 3.
- **Implement flex service on Route 4.** Route 4 is currently underperforming and the assessment for this TDP indicates that the existing stops need better placement and/or safe crossings, more bus stops and a service extension to the Banner Lake Community.
- **Extend Route 20X.** Extending the southern terminus of Route 20X from the Veteran's Administration (VA) Medical Center to the Mangonia Park TriRail Station to increase regional connectivity.

Strategy 2 – Increase Span of Service

Adding weekend service on Routes 1, 2, 3, and 4 and later service on Route 4 was a need identified during public outreach and in the last two TDPs (for Routes 1,2 and 3). As a step towards expanding the span of service for the fixed-route bus service, a more cost-effective solution would be exploring a pilot program through Transportation Network Companies (TNCs), microtransit, or taxi partnerships to test the ridership potential.

- **Offer later service on Route 4.** Offering later service to close a gap to connections with other Marty routes.

- **Pilot "Saturday Shift" program.** For Routes 1, 2, 3, and/or 4, pilot a TNC program that offers services within a ¾-mile distance of existing route alignments.
- **Pilot "Sunday Shift" program**. For Routes 1, 2, 3, and/or 4, offer TNC services within a ¾-mile distance of existing route alignments.
- **Later service.** As the demand for the increased service span increases, implementing could be a cost-effective solution.

Strategy 3 – Add Bus Stops

The need to add bus stops emerged through the precursor TES effort and from feedback from the public and elected officials and through technical analysis performed for this TD. Typical bus stop spacing for urban transit systems nationwide is a ¼-mile spacing. The current bus stop spacing for Marty Routes 1, 2, 3, and 4, are 0.96, 2.59, 1.10, and 1.75 miles, respectively. **Forty new priority locations are recommended.**

Strategy 4 – Create an Aspirational Network with a Hub(s)

Establishing a network that includes an intermodal hub, new fixed routes, and First Mile/Last Mile (FMLM) connections using TNCs would greatly increase local and regional connectivity.

- **Intermodal Hub in Stuart.** The hub should be in proximity to the Brightline Station and be the recognized county transportation center.
- **Jensen Beach Trolley**. New service to connect the Stuart intermodal hub to the beaches and Treasure Coast Mall and Jensen Beach.
- **Kanner Hwy Fixed-Route.** A new fixed-route service could be added to connect the transfer station at the Robert Morgade Library to the proposed Intermodal Hub in Stuart.
- **Realign Route 1**. Route 1 could deviate to connect directly to the Intermodal Hub.
- **Route 2 Express with Indiantown TNC.** A restructure of service delivery to provide for a new local TNC service in Indiantown.
- **Stuart TNC Zone**. A TNC service in Stuart could increase ridership to existing routes and improve access to affordable housing units, medical services, and other origins and destinations.
- **Palm City TNC Zone.** The Palm City TNC Zone would increase access for areas with a high proportion of transit-dependent populations and destinations.

- **Port Salerno TNC Zone.** This new service area in Port Salerno would connect to Route 1 and 4 from 6:00 am to 8:00 pm on weekdays only.
- **Jensen Beach/Rio/Ocean Breeze TNC Zone.** This new service area would connect to Route 1 and the proposed Jensen Beach Trolley from 6:00 am to 8:00 on weekdays only.

Evaluation of Alternatives

A methodology was developed to evaluate and rank each of the potential transit improvements within the four scenarios. The evaluations are based on the Goal and Objectives of the Marty System. Alternatives that had a low level of support for an objective were assigned a number 1, and alternatives with a very high level of support for an objective were assigned a number 4.

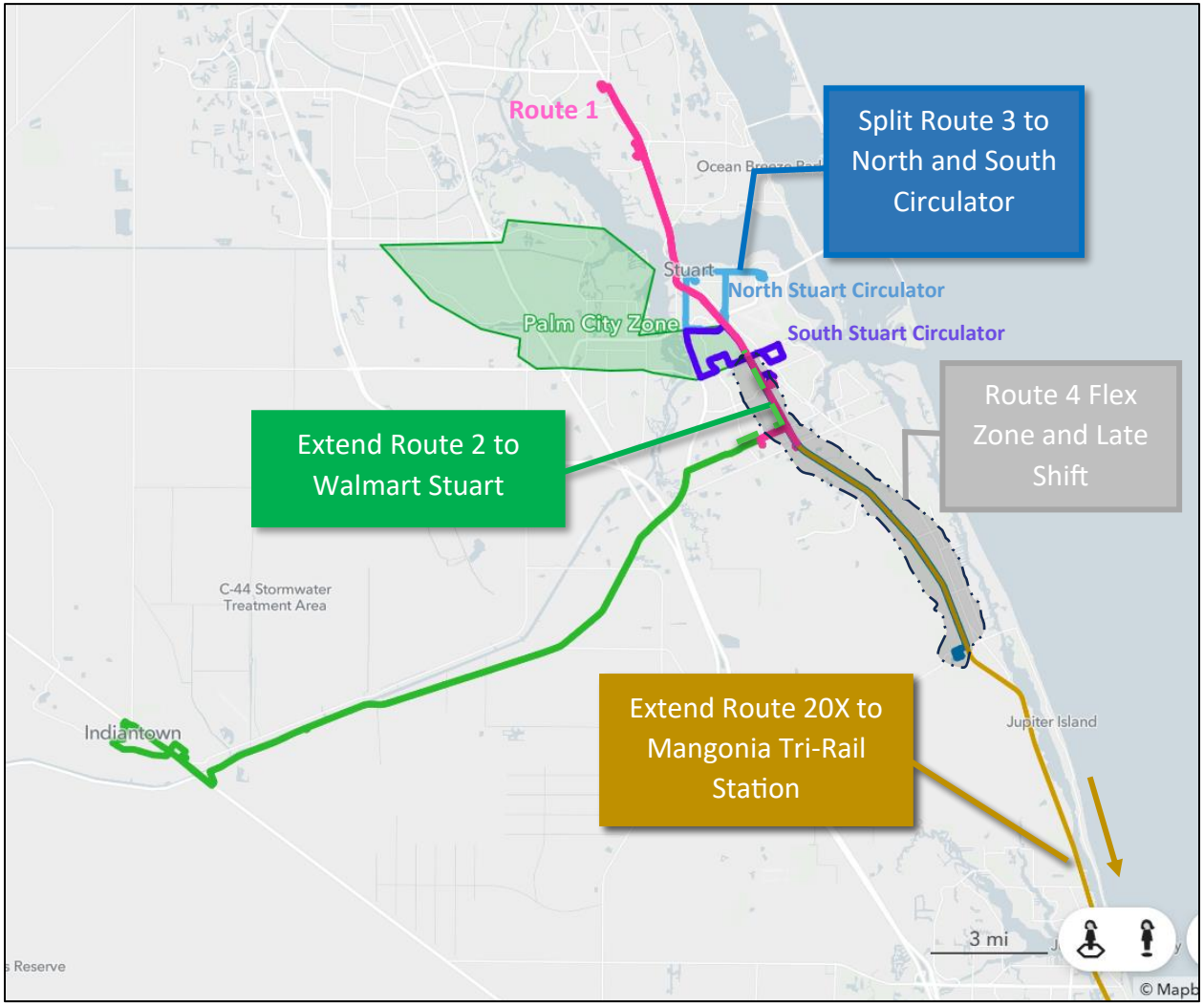
Evaluation of Alternatives

Objective	Description	Measure	Weight
Efficiency	Improves cost efficiencies.	Cost per New Rider	**30%**
Underserved Communities	Percent of service area that overlaps with Historically Disadvantaged Communities and transit-dependent populations.	Low/Med/High/Very High	**15%**
Effectiveness	Increases coverage in the community. Need found in Transit Gap Analysis. Reaches areas with high population and employment.	Low/Med/High/Very High	**15%**
Regional Connectivity	Improves access to regional transit services like Tri-Rail, future Brightline service, and to transit service in neighboring counties.	Low/Med/High/Very High	**10%**
Public Outreach	Major themes in observed in surveys, and stakeholder meetings.	Low/Med/High/Very High	**10%**
Safety	Improves safety through first-mile and last-mile access as well as safety hazards relating to heat.	Low/Med/High/Very High	**10%**
Resilience	Reduces greenhouse gas emissions. Facilitates emergency evacuations. Withstands hazards to wind, flooding, and wildfires.	Low/Med/High/Very High	**5%**
Technologically Advanced	Increases the use of state-of-the-art technologies that improve the convenience, reliability, and quality of service of the transit system.	Low/Med/High/Very High	**5%**

Ten Year Implementation Plan

The results of the evaluation resulted in the recommended Ten-Year Implementation Plan lists as illustrated in the figure below.

Recommended Implementation Plan Map



Add Bus Stops (40)

Split Route 3 to
- North Stuart Circulator (35-min headways)
- South Stuart circulator (40-min headways)

Route 4 Flex (80-min headways) **and Late Shift TNC**

Extend Route 20X to Mangonia Park Tri-Rail Station (80-min headways

Palm City TNC Zone from 6:00 am to 8:00 pm. Weekdays only.

Saturday TNC Pilot Program Routes 1, 2, 3, 4 from 6:00 am to 8:00 pm

Implementation of the Ten-Year Plan was estimated to generate 154,170 additional annual boardings with the greatest gains in ridership expected from adding 40 new bus stops to generate over 77,000 new trips per year followed by extending Routes 2 and 20X. By 2034, annual ridership is expected to grow to at least 294,136 trips a 276% increase over FY 2024. In contrast the Ten-Year Transit Demand Analysis for the existing system showed only a 13% increase.

The Ten-Year Financial Plan assumes a gradual rollout of the recommended services. A detailed breakdown of capital and operating costs and revenues may be found in **Appendix H**. Key issues raised by that Ten Year Financial Plan are as follows:

- It must be stressed that 78% of the Capital Plan is related to vehicle replacement and capital cost of vehicles which is necessary with or without improvements because the buses are reaching their expected life cycle in the next ten years.
- While revenues are anticipated to exceed costs for FY 2025-2027, the Plan projects that there will be shortfalls from FY 2028-FY 2034, resulting in a cumulative shortfall of $5.3 million over the Ten-Year period.
- The greatest shortfalls in funding occur in those years where local government funding dips below 30% of total costs, indicating that there may be a need to identify additional local funding sources.
- In order for the County to maximize grant revenues, County match contributions would need to increase.

Ten Year Financial Plan Total Costs and Revenues

Total Operating and Capital Program Costs and Revenues	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Total Revenue	$4,069,899	$4,335,622	$4,459,821	$4,551,626	$4,621,236	$4,843,734	$5,223,911	$5,405,027	$5,570,550	$5,767,397	$ 48,848,824
Total Cost	$3,301,829	$3,935,454	$4,278,112	$5,470,282	$6,593,831	$6,409,062	$7,257,492	$6,002,811	$5,580,385	$5,350,568	$ 54,179,826
Net Total (Contingency/Need)	$768,070	$400,168	$181,709	($918,656)	($1,972,594)	($1,565,328)	($2,033,581)	($597,784)	($9,834)	$416,829	$ (5,331,002)
% Local Governmental Share of Total Cost	46%	39%	35%	28%	23%	23%	23%	28%	32%	36%	29.7%

A table identifying potential funding sources for Unfunded Needs is summarized below.

Unfunded Transit Needs

Strategy	Operating Cost (2024$)	Capital Cost (2024$)	Potential Funding Source
Intermodal Hub	TBD	TBD	Leverage Brightline on Intermodal hub, Section 5307, Section 5309, Bus Facilities, FDOT Toll Credits, and/or Local Funds
Additional At-Stop LCD Real-Time Bus Arrival Displays	TBD	$10,000-$15,000 each	Section 5307, Section 5309, Bus Facilities, FDOT Toll Credits, FDOT Intermodal Program, FDOT Park and Ride Lot Program (where applicable) and/or Local Funds
Sunday Shift Routes 1, 2, 3, and 4	$128,934		FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Stuart TNC Zone	$1,088,100		FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Route 2 Express / Indiantown TNC Zone	$116,052	TBD	FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Jensen/Rio/Ocean Breeze TNC Zone	$217,620	TBD	FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Port Salerno TNC Zone	$93,690	TBD	FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Kanner Hwy Fixed-Route.	$685,690*	$1,060,000*	Section 5307, Section 5309, FDOT Transit Corridor or Service Development Programs
Jensen Beach Trolley.	$217,630*	$1,590,000*	Section 5307, Section 5309FDOT Transit Corridor or Service Development Programs

Section 1. Introduction

1.1 Purpose of a Transit Development Plan

A Transit Development Plan (TDP) is required by the Florida Department of Transportation (FDOT) to support the development of an effective multimodal transit system within a specific jurisdiction for the ultimate benefit of the community at-large. TDPs are intended to serve as strategic planning and implementation documents by assessing public transportation needs; coordinating with, and leveraging, stakeholder transportation plans; and through a substantial public and stakeholder outreach effort. This TDP is a Major Update to the previous TDP adopted in 2019 and will explore community goals with local decision-makers, define alternative courses of action and develop a systematic plan and annual monitoring program. TDP Major Updates have emerged as a powerful marketing tool for transit agencies which can function as a catalyst for a general education and awareness outreach effort that often is required to sustain the growth of the multimodal transportation system. This TDP was implemented with a robust public outreach effort specifically designed to reach all sectors of the community including riders and non-riders, underserved communities and to support economic development.

It is important that Major Updates of the TDP are inclusive of emerging policies, trends and technology. This will be the first TDP that will document the impacts of Covid-19 which had a major impact on transit ridership across the world in 2020 and 2021. Additionally, the field of transportation planning and transit operations is rapidly evolving and new technologies are pulling the industry in a number of directions. New scheduling and communication systems, fare technologies, and an improved customer focus at many levels are just a few of the headlining trends. TDPs stand to be influenced by, and can influence, the impact that many of these new technologies and trends have on an agency's services. These include the overall emphasis on Target Zero and pedestrian and bicycle safety; the growth of social media; and the emergence of Mobility on Demand (MOD) solutions e.g., Transportation Network Companies (TNCs) and microtransit.

MOD uses technology-based innovation and user-focused approaches to provide transit services by combining local transit agency services with transit-related options from alternative service provider companies. The growth in partnerships between transit agencies and various private MOD software and service providers has continued in the last decade to:

- Provide first mile/last mile connections,
- Fill gaps in service spans,
- Provide coverage in the periphery,

- Utilize software tools/applications to improve overall convenience for travelers.

There is an increasing number of transit agencies and cities, regionally and across the nation, forming partnerships to purchase software platforms or MOD services. The concept of MOD is a key tool for transit agencies to consider as a potential opportunity to better serve their communities and as a less expensive toll to pilot service in targeted areas.

1.2 Requirements of a Transit Development Plan

TDPs are required for transit agencies to be able to qualify for State of Florida Public Transit Block Grant (PTBG) Program funds and a Major Update to the TDP is required every 5 years. This TDP is a Major Update that will guide the Martin County Public Transit system for the next 10 years, including Fiscal Years (FY) 2025 through 2034. The PTBG program is administered by FDOT and funds are distributed to all eligible recipients on an annual basis. The PTBG program also includes a monitoring mechanism where Minor Updates to the TDP are due to FDOT each year between Major Updates to monitor and provide a status report on the implementation of the TDP.

WHAT ARE THE FLORIDA BLOCK GRANT TDP REQUIREMENTS?

- Major updates every five years, covering a Ten-Year planning horizon.
- A Public Involvement Plan (PIP), developed and approved by FDOT or consistent with the approved MPO Public Participation Plan.
- FDOT, the Regional Workforce Development Board (RWB), and the Martin Metropolitan Planning Organization (MPO) must be advised of all public meetings at which the TDP is presented and discussed. These entities must be allowed to review and comment on the TDP during the development of the goals, objectives, alternatives, and Ten-Year implementation program.
- Estimation of the community's demand for transit service (Ten-Year annual projections)
- Situational Appraisal
- Goals and Objectives
- Review of relevant plans and policies for consistency
- Ten-year implementation plan
- Minor annual updates documenting the agency's progress are required each year after the Major Update is adopted and approved.

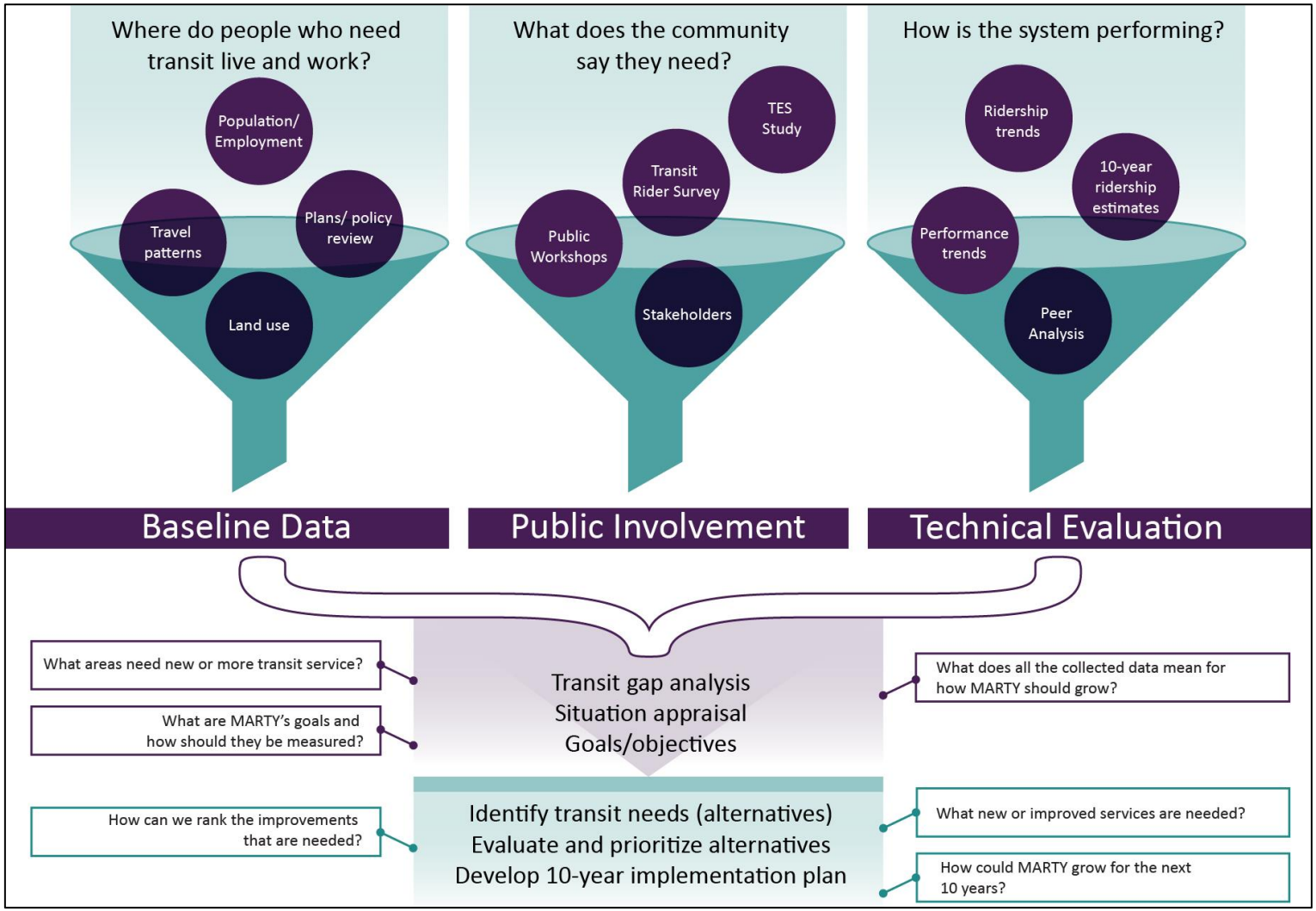
Source: Florida Administrative Code Rule 14-73.001 Public Transit

Finally, in the broadest of terms, it is good business practice for any organization to take a scheduled pause in day-to-day activities to assess and consider its strategies and purpose from a long-range perspective. This is important for transit agencies, particularly smaller agencies with limited staff resources in a growing community like Martin County. The day-to-day operations of a transit system are rigorous and hectic and managers and staff are engaged in daily operational issues, serving the public and grants administration and they rarely have an opportunity to step back and take a Ten-year perspective. The requirement to prepare a TDP provides that opportunity.

The Martin Metropolitan Planning Organization (MPO) is the agency responsible for transportation planning and programming in Martin County and the MPO is supporting Marty by funding and managing the development of this TDP in close coordination with the Marty Team.

Figure 1 provides a flow chart of the TDP process.

Figure 1: TDP Process Chart



1.3 Transit Development Plan Checklist and Index

Table 1 provides a checklist of the FDOT Public Transit Block Grant TDP requirements with a cross reference index to the location of each requirement within this document.

Table 1: TDP Checklist

	Requirement	TDP Section
☑	Obtain public involvement plan approval from FDOT at the initiation of the TDP development process	Appendix A
☑	Solicit comments from the RWB and/or MPO	Section 4
☑	Advise FDOT, the RWB, and the MPO of all TDP-related public meetings	Section 4
☑	Establish time limits for receipt of comments	Section 4
☑	Consider comprehensive planning, land use/development forecast, major changes in land use policies, or changes in land use for major activity centers	Section 6
☑	Develop a plan consistent with state regional and local transportation plans including goals and objectives	Section 7
☑	Consider state, regional, and local actions in areas such as parking development, transit-supportive design guidelines, and economic development, that influence or are influenced by transportation	Section 6
☑	Consider organization and technology issues as they impact public transit development	Section 6
☑	Document demand estimation for future transit ridership for various service options using T best or approved alternate ridership forecasting technique	Section 5
☑	Document and assess performance analysis of existing services that includes peer and trend analysis using NTD data as well as various surveys conducted.	Section 5

	Requirement	TDP Section
☑	Document the vision and mission	Section 7
☑	Document goals and objectives	Section 7
☑	Develop a monitoring program to assist the agency in achieving its goals and objectives	Appendix G
☑	Provide FDOT, decision-makers, stakeholders, and the public an opportunity to review and comment	Section 4
☑	Document development and evaluation of transit alternatives	Section 7
☑	Develop a Ten-Year program of strategies and policies	Section 8
☑	Provide maps indicating areas to be served and types and levels of service	Section 8
☑	Develop a monitoring program to track performance	Appendix G
☑	Develop a Ten-Year financial plan showing funding sources and expenditures of funds	Section 8
☑	Provide implementation program showing projects and service initiatives over 10 years.	Section 8
☑	Provide a list of unfunded needs	Section 8

1.4 Marty System Background

Martin County continues to grow and at the same time has been successful in maintaining its small-town culture. The City of Stuart is the county seat and there are four other incorporated areas, including the Village of Indiantown, and the Towns of Jupiter Island,

Ocean Breeze, and Sewall's Point. The County is bordered to the north by St. Lucie County, to the south by Palm Beach County, to the west by Lake Okeechobee and Okeechobee County and the Atlantic Ocean to the east.

In 1974, the Martin County Council on Aging (COA) was founded to provide paratransit services to older adults within the County. During the mid-1980s, the COA sought, and was designated as the Community Transportation Coordinator (CTC) for Martin County by the Florida Commission for the Transportation Disadvantaged (CTD). Services were expanded to service disabled and low-income persons, as well as the general public.

The need to improve the quality of life for Martin County residents with cost-efficient and accessible transportation, combined with the continued growth in population, prompted local leadership to move forward with implementing more robust public transit services using available Federal and State funding programs. In 2005, Martin County contracted the COA to operate a small, fixed-route bus system that has been operating ever since. In that time, several enhancements to the system were implemented including a rebranding of the transit system, procurement of heavy-duty medium size vehicles, implementation of an Americans with Disabilities Act (ADA) eligibility program, construction of some ADA compliant bus stops, and the development a bus stop amenity program. Marty services are currently operated through a transit service provider contracted with Martin County under the Public Works Department. In 2024 the system offers four local fixed-routes with ADA complementary services and one commuter bus route, as shown in **Figure 2**.

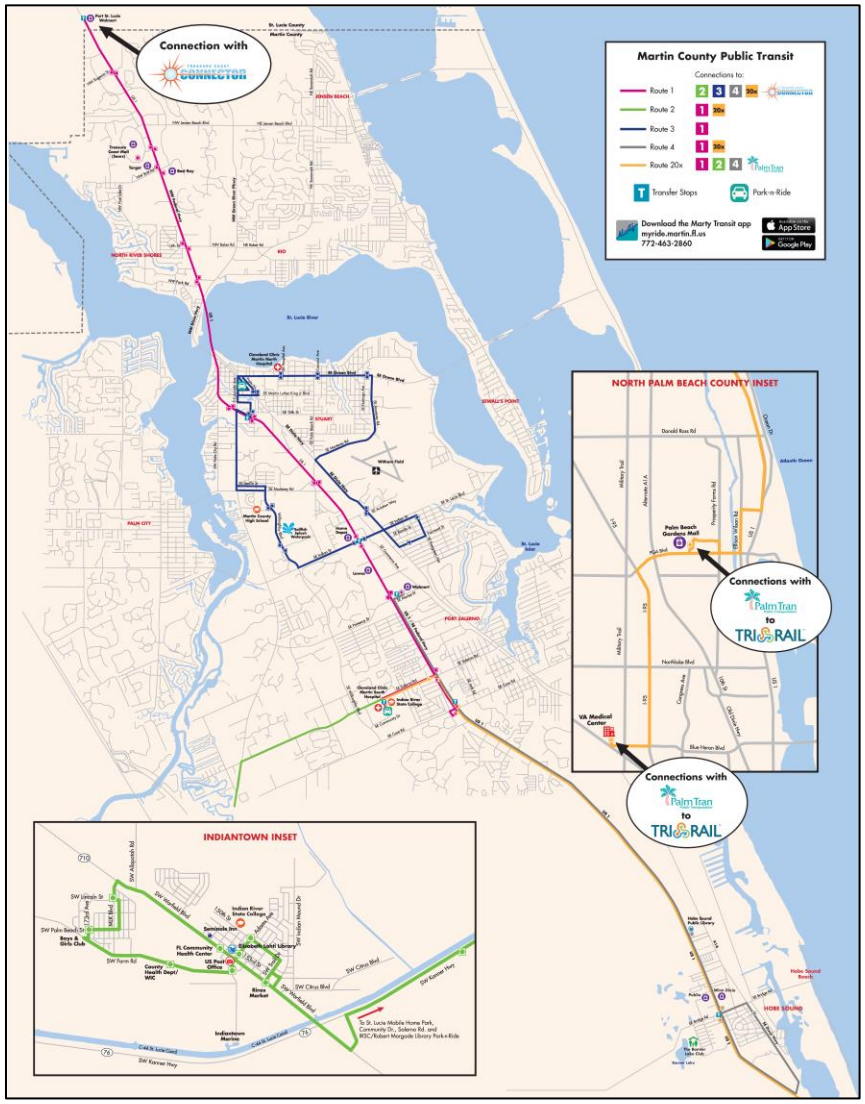


Figure 2: Martin County Public Transit System Map

1.5 Martin County Transit Efficiency Study

As a precursor to this TDP, the Martin MPO procured a Transit Efficiency Study (TES) of the Marty system for the purposes of examining how the transit system can become more efficient and to identify goals and direction from the MPO Policy Board for the TDP. The outcome of the study includes potential strategies to effectively increase ridership, reduce cost per rider, efficiently expand services through additional stops and community transit to areas not currently served, optimize existing operating and capital funding, and for future pursuit of supplemental funding opportunities to grow the transit system.

The study developed strategies and analysis to support local governments in Martin County to ensure that public transit services are efficient, effective, and evolving to meet current demographics, changing transportation trends and technology, all while prioritizing access to jobs, healthcare, and education to drive economic development.

1.5.1 Transit System Strategies: Ridership vs. Coverage

The TES study focused on the critical balancing act for all transit systems when it comes to determining the allocation of resources between expanding service coverage or focusing on ridership along main corridors.

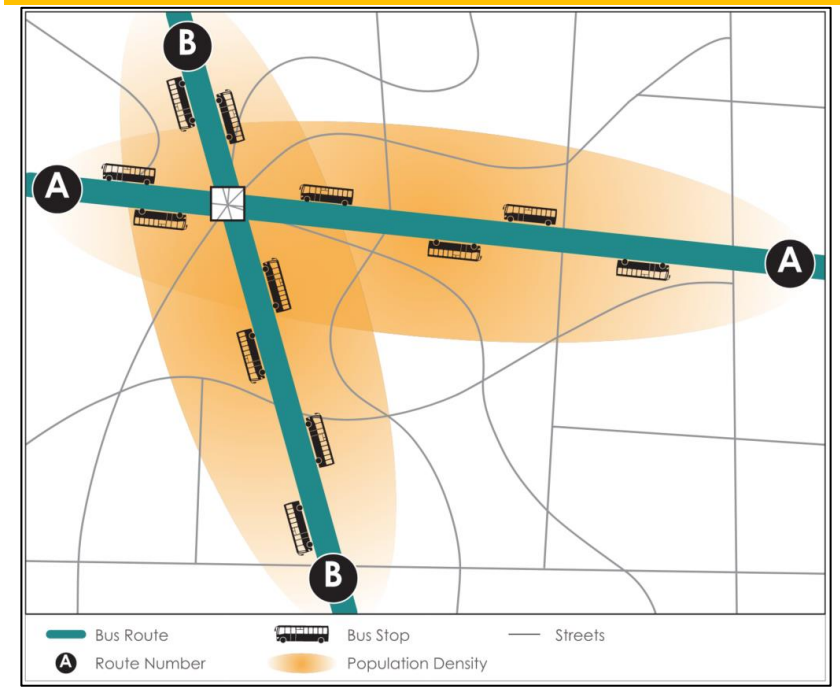
- *Service Area Coverage strategies* will prioritize transit service to underserved communities, ensuring that everyone has access to transportation options regardless of their location or socioeconomic status. Coverage strategies also emphasize creating a comprehensive network that connects residential areas, major employment centers, educational institutions, healthcare facilities, and other key destinations. Some optimal operational options include feeder routes that funnel passengers from outlying areas to transit hubs or corridor connections and enhancing access to the larger transit network and/or implementing flexible transit services such as on-demand or microtransit solutions in low-density areas where fixed-route service may be less practical.

- *Ridership Strategies* will concentrate resources on main corridors with high ridership potential such as the U.S. 1 corridor, with frequent service to attract and retain passengers. Ridership strategies will also include long-term objectives to encourage Transit transit-oriented development along main transit corridors with the objective of maximizing ridership by fostering dense, mixed-use development within walking distance of transit stops. Some optimal operational options to implement under this strategy are to add more bus stops, improve bus stop infrastructure, increase frequency, and enhanced security measures to enhance the overall transit experience.

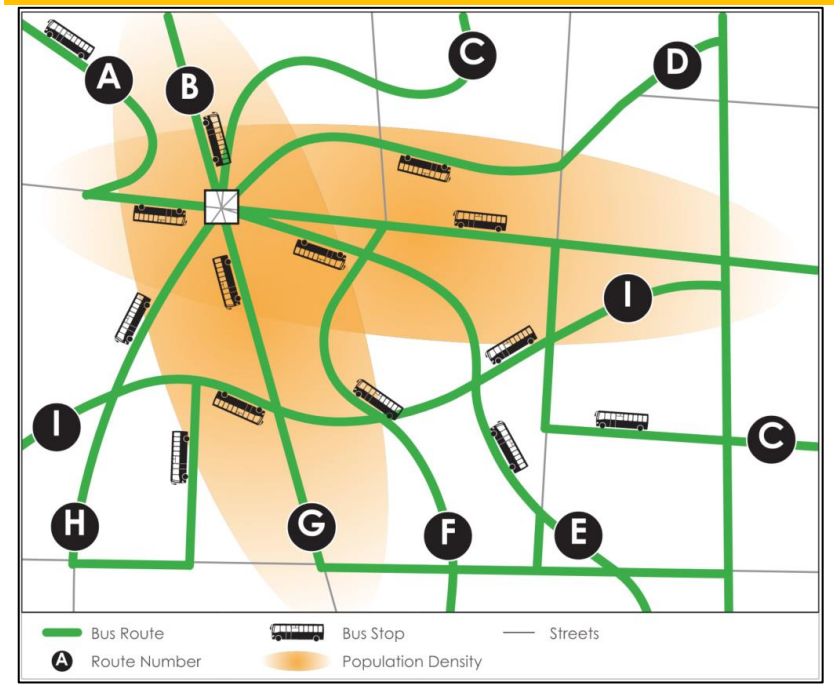
By strategically balancing service area coverage objectives with ridership goals on main corridors, transit agencies can create a more effective and sustainable transit system that serves the needs of all residents while maximizing the impact of limited resources. **Figure 3** provides a visual depiction of the differences between each strategy followed by the differences/trade-offs with each objective.

Figure 3: Ridership vs. Coverage Comparison *(Source: Jarrett Walker + Associates)*

OPTION A: Ridership Goal "Useful service for most people"



OPTION B: Coverage Goal "Some service for everyone"



OPTION A: Ridership Goal "Useful service for most people"	OPTION B: Coverage Goal "Some service for everyone"
• Routes are concentrated where there are the most people and destinations, typically resulting in higher ridership • While there are fewer routes, buses come more frequently • While there are fewer stops, trip times are faster • People may have to walk further to access service	• Routes are designed to provide some service to every person • While there are more routes, buses come less frequently • More stops are provided and people may have stops closer to their homes or destinations, but trip times are slower • Ridership is usually lower because service is infrequent

1.5.2 Direction for the Major Update to the Marty TDP

The analysis provided for the Coverage versus Ridership options in the TES study showed significant increases in ridership for every improvement alternative with adding more bus stops having the best results. Feedback from the TES study for the TDP was received at the June 2023 MPO Advisory Committee Meetings and MPO Policy Board Meeting on including the following:

- The MPO Policy Board approved a recommendation for the direction of the TDP to be focused on the ridership alternative.
- There was a stronger preference for a hybrid scenario amongst the Advisory Committees, where both coverage and ridership models were accommodated.
- Piloting strategies to see effectiveness and overall performance was favored.
- Service to affordable housing areas should be explored.
- Concern was shared on "empty buses".
- More service for senior citizens was desired – Jensen Beach and Ocean Breeze were noted.
- Jensen Beach and Stuart Beach service was desired.
- It was emphasized, and stated as a must, that the next phase conduct additional community outreach and get much higher engagement numbers.
- Focus on people who need the service and focus on the top one or two improvements first.

Section 2. Baseline Conditions

2.1 Study/Service Area

Martin County is part of the Treasure Coast Region of Florida. It is known for its coastal lifestyle, sport fishing, marine industries and it is home to the Indian River Lagoon, St. Lucie River, Jonathan Dickinson State Park, Halpatiokee Regional Park, Savannas Preserve State Park, and St. Lucie Inlet Preserve State Park. Major roadways that provide regional access to the county include I-95, Florida's Turnpike, and U.S. 1. At this time, intercity bus connections can be made out of Port St. Lucie and Intercity Rail connections to Brightline and TriRail can be made out of West Plam Beach.

In 2022, there were 158,400 residents in Martin County. Stuart is the largest city in Martin County, with a population of 17,300; Palm City is the largest and most populated census-designated place with a population of 25,200 residents; followed by Hobe Sound, with 14,000 residents according to 2022 American Community Survey (ACS) estimates.

Most urbanization has occurred east of I-95, with rural, agricultural, or conservation tracts dominating Martin County's western portions. **Figure 4** provides some summary population characteristics and route descriptions and **Figure 5** provides a map of the routes.

Figure 4: Community Populations & Marty Transit Routes

Community Populations

CITY
Stuart (17,300)

TOWNS
Sewall's Point (2,000)
Jupiter Island (900)
Ocean Breeze (300)

VILLAGES
Indiantown (6,600)

CENSUS-DESIGNATED PLACES
Palm City (25,200)
Hobe Sound (14,000)
Jensen Beach (13,100)
Port Salerno (11,400)
North River Shores (3,700)
Rio (900)

UNINCORPORATED PLACES
Hutchinson Island (4,500)

Data Source: 2022 ACS 5-Year Estimates, Census Quick Facts

MARTY Transit Routes

ROUTE 1
U.S. 1 Corridor: Connects to Treasure Coast Connector in Port St. Lucie Walmart and to Robert Morgade Library via U.S. 1

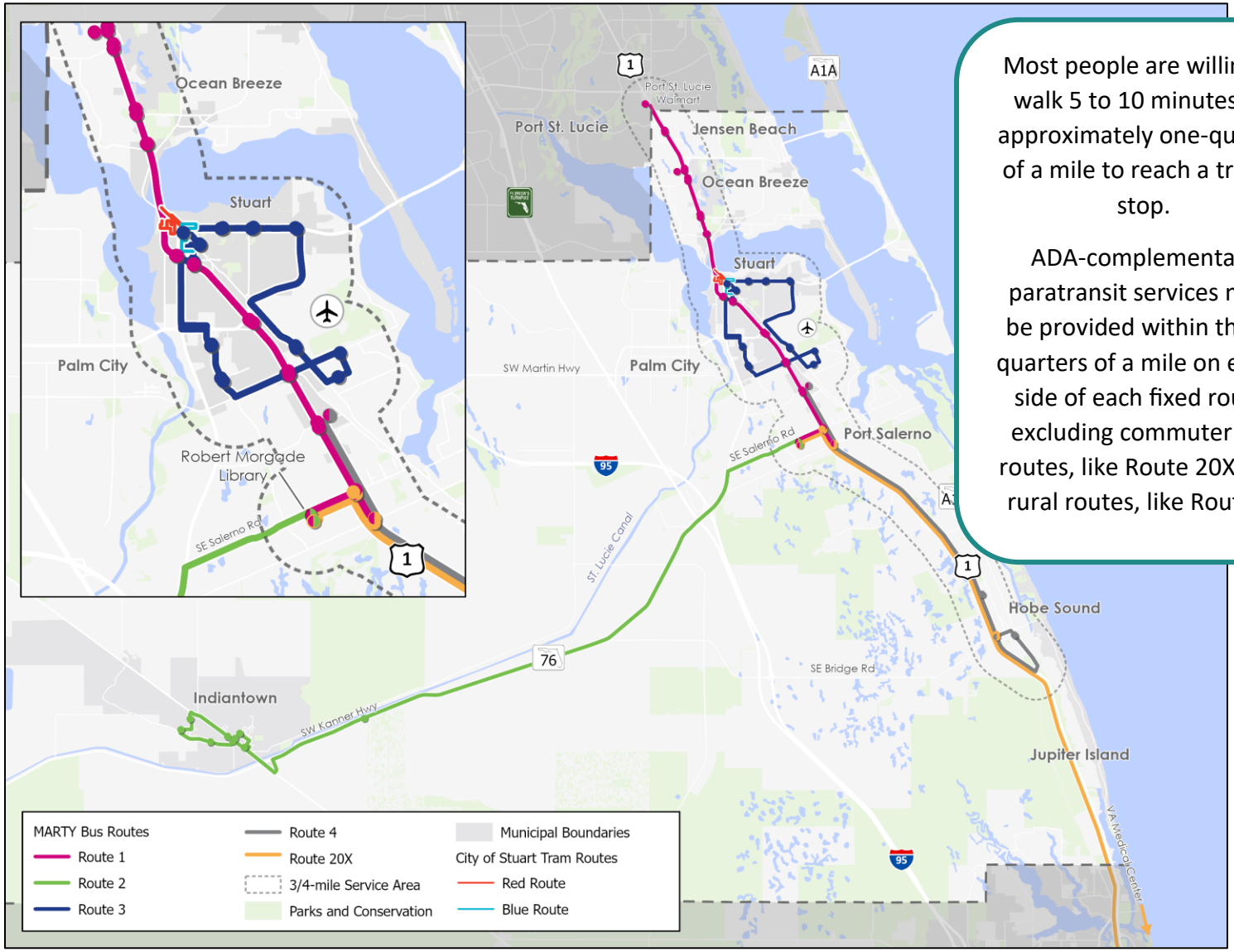
ROUTE 2
Indiantown: Connects Indiantown to Stuart via SW Kanner Highway

ROUTE 3
Stuart: Circulator serving the City of Stuart.

ROUTE 4
South Stuart/ Hobe Sound: Connects from Robert Morgade Library to Hobe Sound via U.S. 1.

ROUTE 20X
Palm Beach County: Express from Stuart to Palm Beach County via U.S. 1 with connections to PalmTran at Palm Beach Gardens Mall and the VAMC in Palm Beach County

Figure 5: Marty Service Area Map



Most people are willing to walk 5 to 10 minutes, or approximately one-quarter of a mile to reach a transit stop.

ADA-complementary paratransit services must be provided within three-quarters of a mile on either side of each fixed route, excluding commuter bus routes, like Route 20X, and rural routes, like Route 2.

Figure 5 also shows the delineation of a ¾ mile service area as required by the Federal Transit Administration (FTA). FTA rules require that ADA complementary paratransit services must be provided within ¾ of a mile on either side of each fixed route, excluding commuter bus routes, like Route 20X, and rural routes, like Route 2. Note that paratransit service is Marty's most expensive type of service, which is typical in the industry, as it is a door-to-door service.

Martin County is also part of a region with a significant number of commuters traveling daily in and out of Martin County to neighboring counties to the north and the south. Marty service is similarly regionally connected as Route 20X is a commuter bus service that connects to the Plam Beach County Palm Tran Service south of Martin County. The Marty U.S. 1 Route and the St. Lucie County Area Regional Transit (ART) U.S. 1 Routes overlap between the Treasure Coast Mall in Martin County and the Walmart in St. Lucie County.

2.2 Socio-Economic Profile

Understanding where people live and work helps determine where, when, and how transit should serve the community. **Figures 6** through **14** provide a comprehensive summary of the community profile with some summary comments provided in insets.

Figure 6: Martin County Community Profile

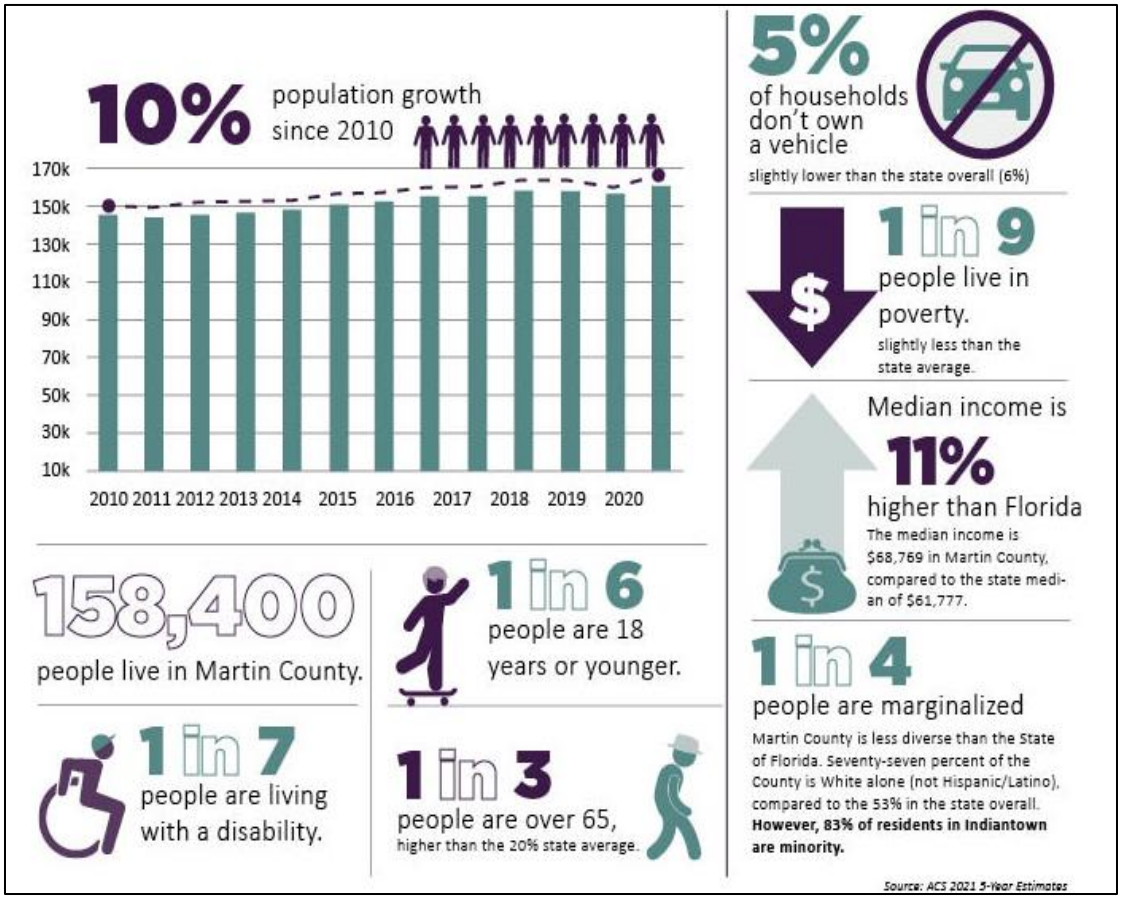
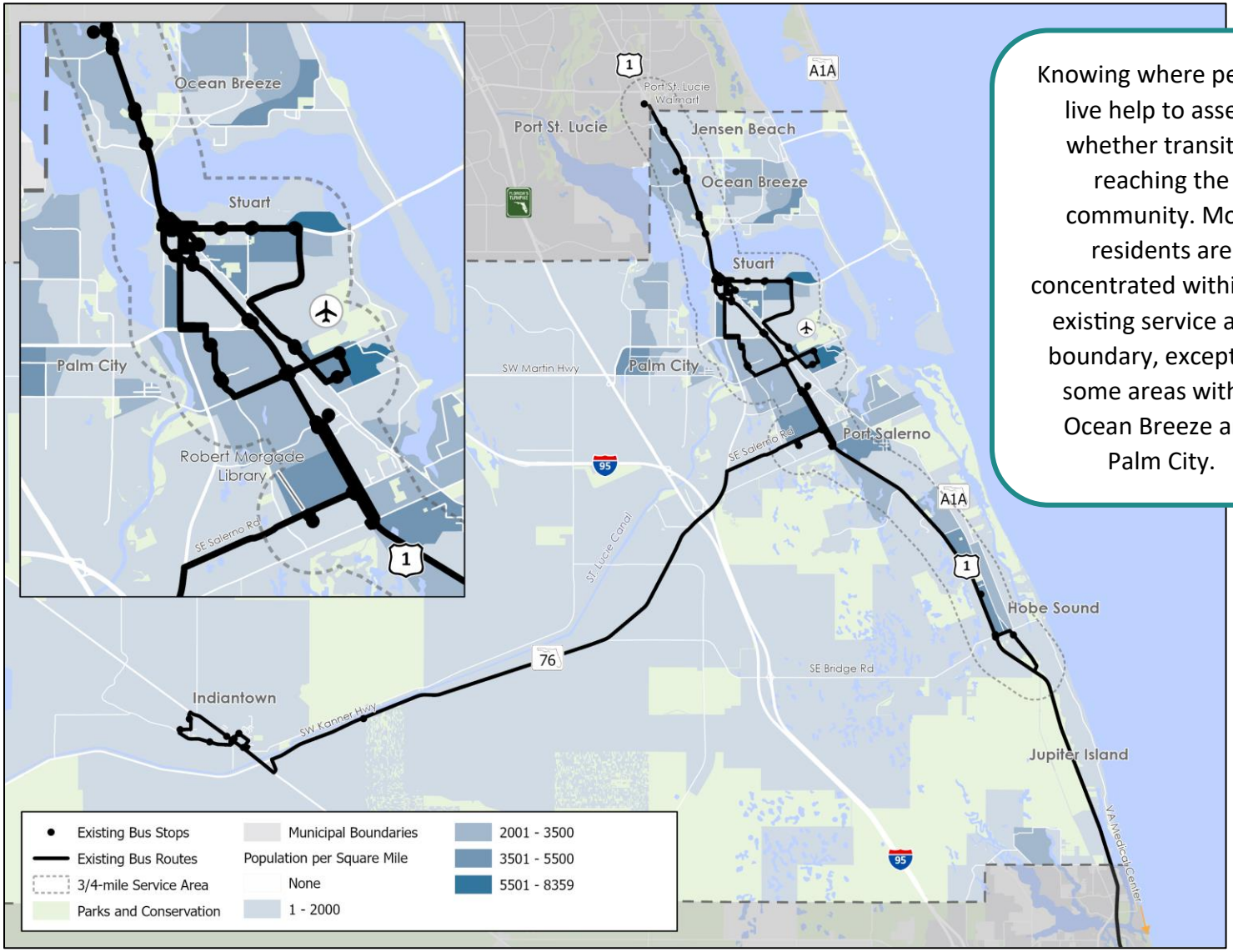


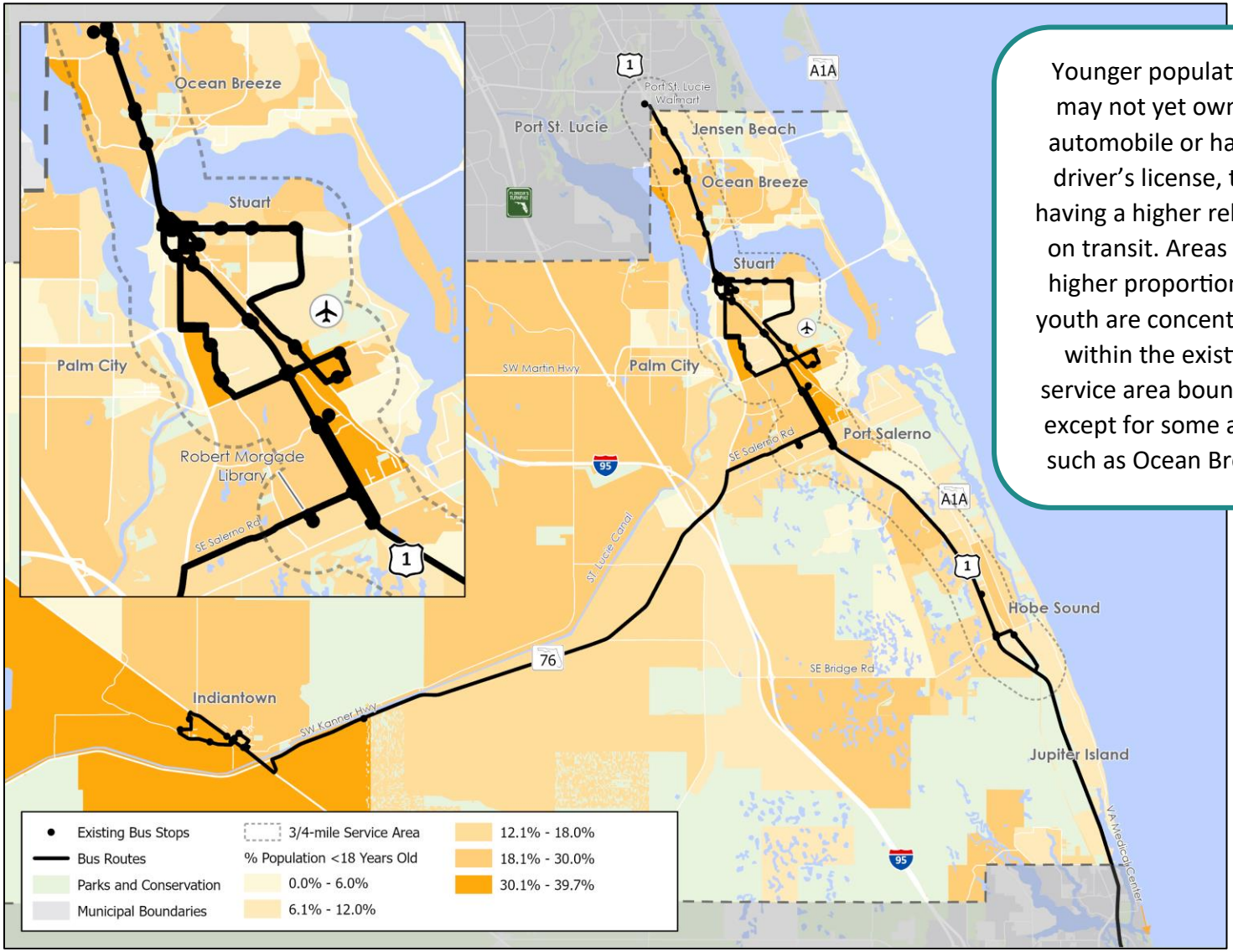
Figure 7: Population Density (Persons per Square Mile)



Knowing where people live help to assess whether transit is reaching the community. Most residents are concentrated within the existing service area boundary, except for some areas within Ocean Breeze and Palm City.

Source: ACS 2021 5-Year Estimates

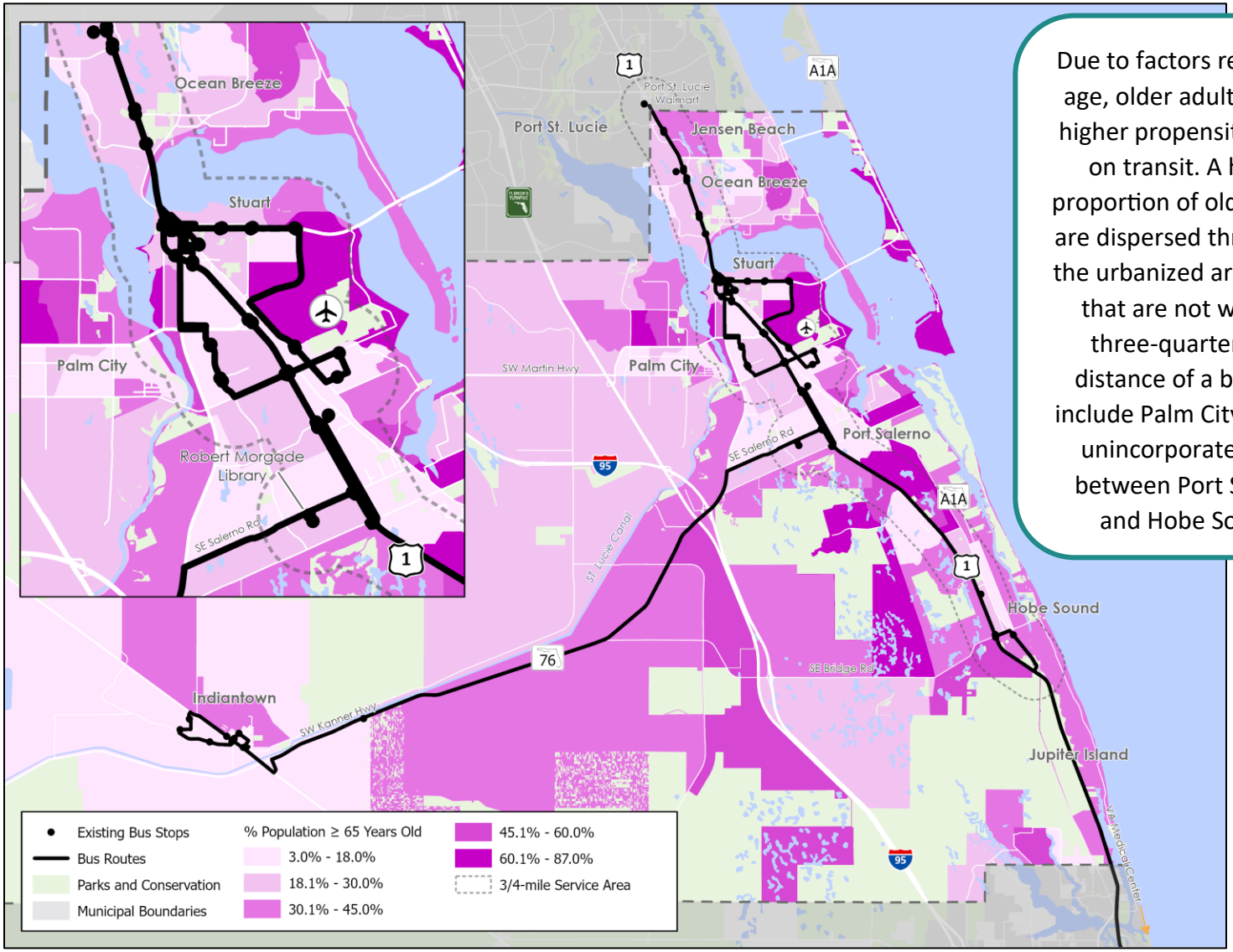
Figure 8: Population under 18



Younger populations may not yet own an automobile or have a driver's license, thus having a higher reliance on transit. Areas with higher proportions of youth are concentrated within the existing service area boundary, except for some areas such as Ocean Breeze

Source: ACS 2021 5-Year Estimates

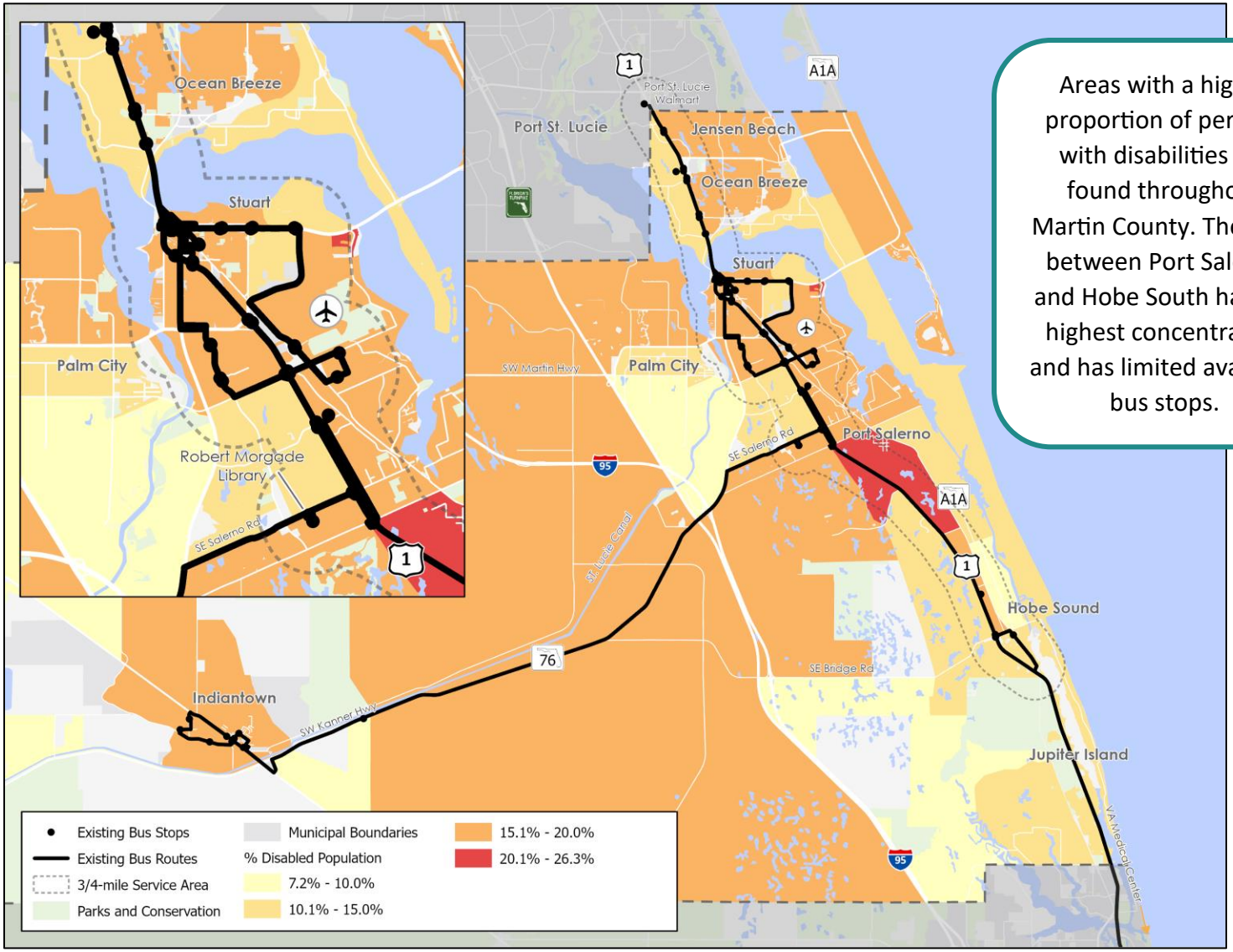
Figure 9: Adults over 65



Due to factors relating to age, older adults have a higher propensity to rely on transit. A higher proportion of older adults are dispersed throughout the urbanized area. Areas that are not within a three-quarter-mile distance of a bus stop include Palm City and the unincorporated area between Port Salerno and Hobe Sound.

Source: ACS 2021 5-Year Estimates

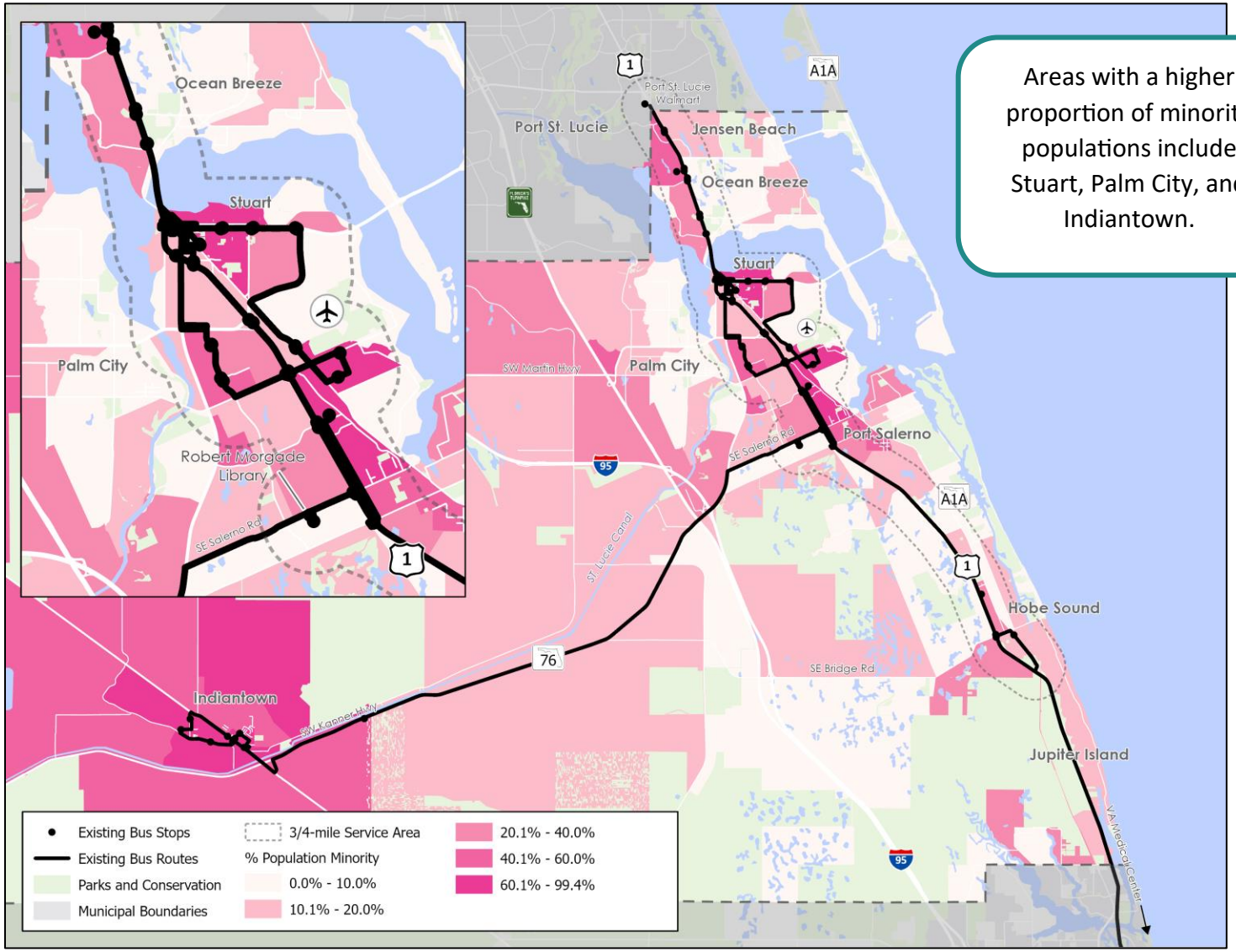
Figure 10: Disabled Populations



Areas with a higher proportion of persons with disabilities are found throughout Martin County. The area between Port Salerno and Hobe South has the highest concentration and has limited available bus stops.

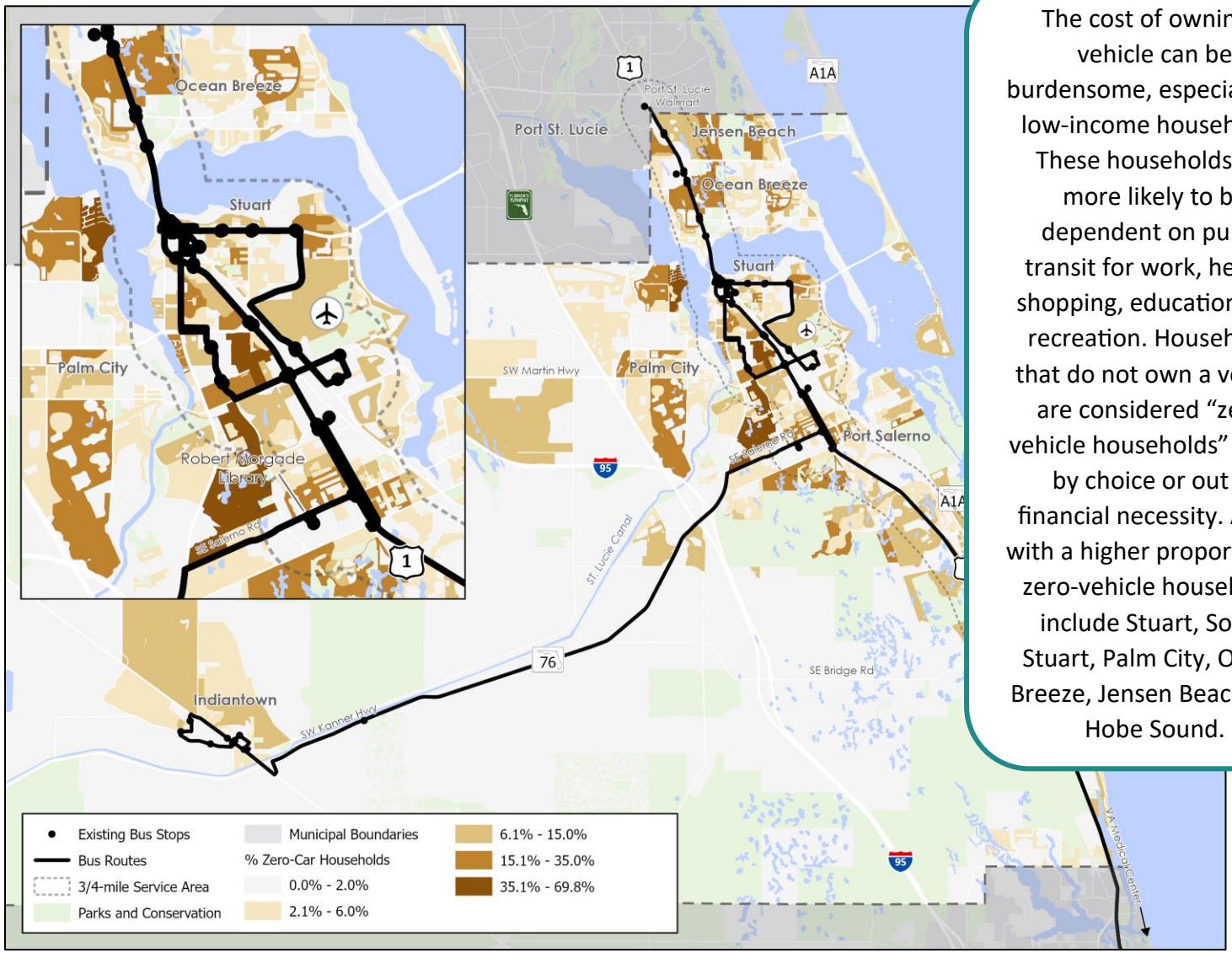
Source: ACS 2021 5-Year Estimates

Figure 11: Minority Populations



Source: ACS 2021 5-Year Estimates

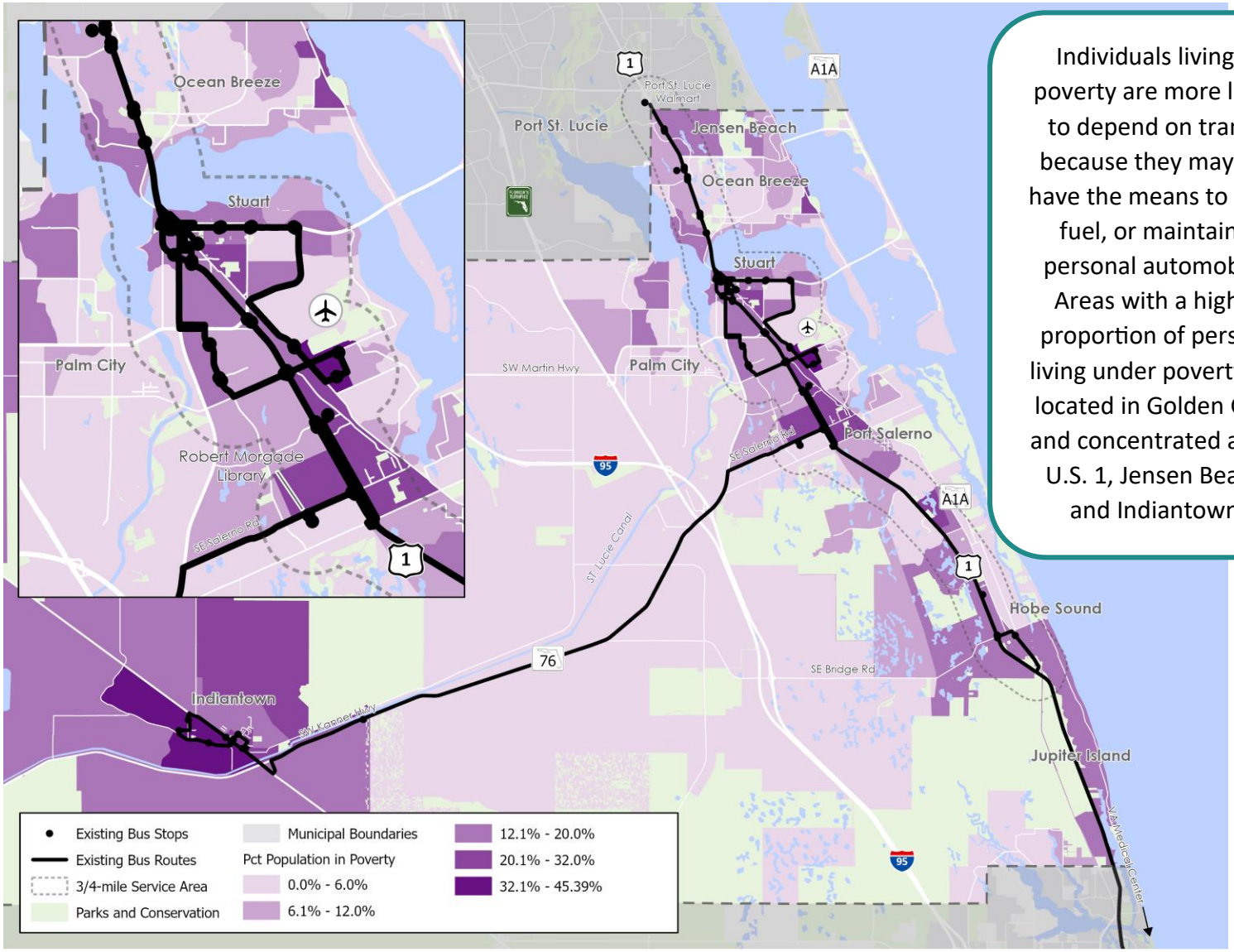
Figure 12: Zero-Vehicle Households



Source: ACS 2021 5-Year Estimates

The cost of owning a vehicle can be burdensome, especially for low-income households. These households are more likely to be dependent on public transit for work, health, shopping, education, and recreation. Households that do not own a vehicle are considered "zero-vehicle households" either by choice or out of financial necessity. Areas with a higher proportion of zero-vehicle households include Stuart, South Stuart, Palm City, Ocean Breeze, Jensen Beach, and Hobe Sound.

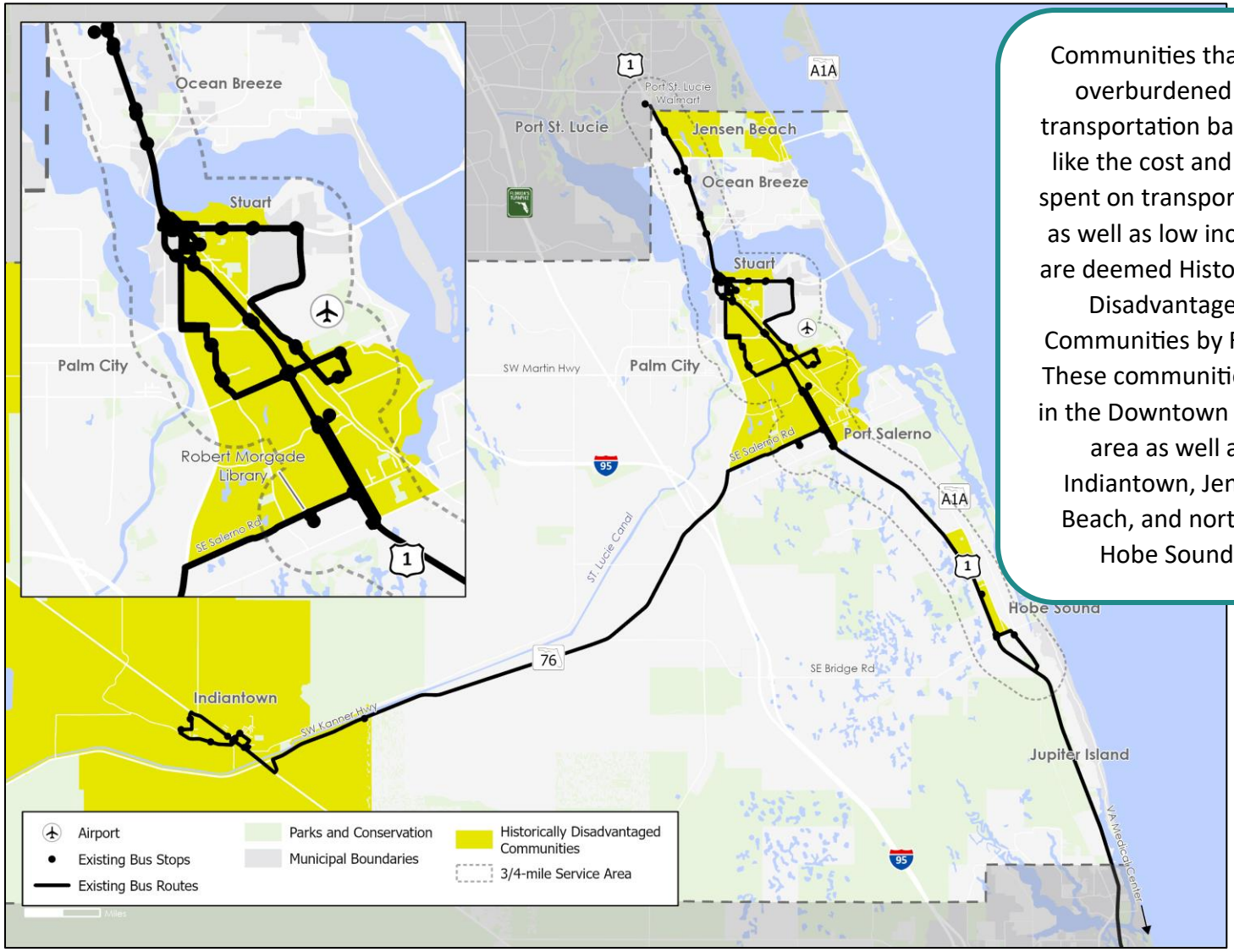
Figure 13: Persons or Households Living under Poverty



Individuals living in poverty are more likely to depend on transit because they may not have the means to own, fuel, or maintain a personal automobile. Areas with a higher proportion of persons living under poverty are located in Golden Gate and concentrated along U.S. 1, Jensen Beach, and Indiantown.

Source: ACS 2021 5-Year Estimates

Figure 14: FDOT Historic Disadvantaged Communities or Communities of Concern



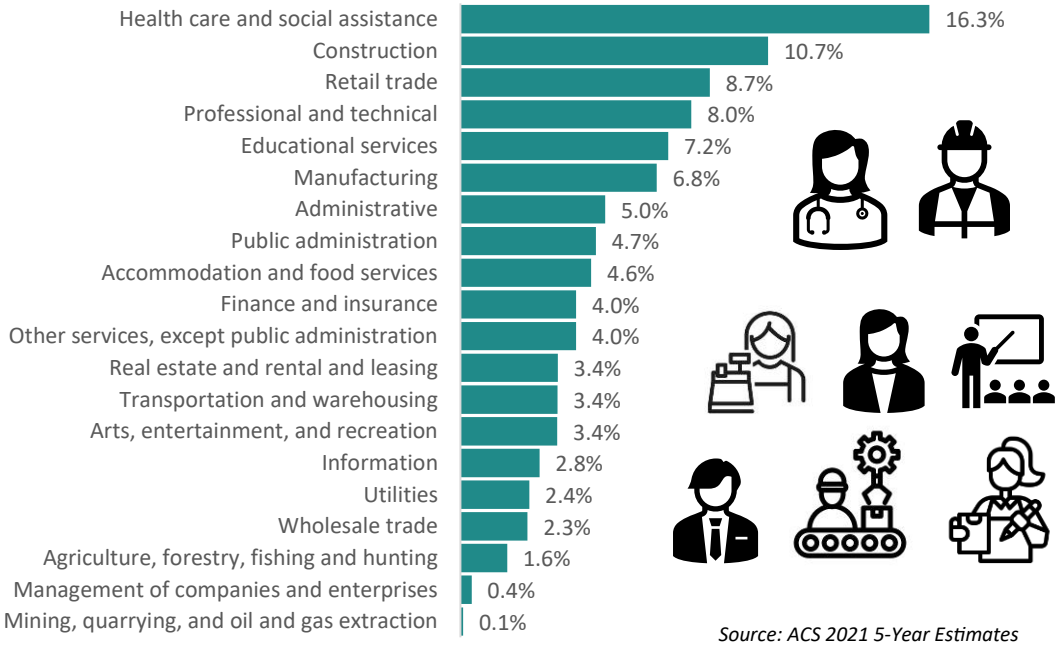
Communities that are overburdened by transportation barriers, like the cost and time spent on transportation as well as low income, are deemed Historically Disadvantaged Communities by FDOT. These communities are in the Downtown Stuart area as well as Indiantown, Jensen Beach, and north of Hobe Sound.

Source: FDOT - Justice40 Initiative

2.2.1 Employment Profile

One of the major objectives of a transit system is to connect people to jobs, medical services, and education opportunities. **Figure 15** provides a histogram of the major industries in Martin County indicating that the health care and social assistance industry cohort is the largest in the County. Ensuring access to all types of jobs benefits the local economy and **Figure 16** illustrates employment density with jobs per square acre data.

Figure 15: Civilian Workers by Industry in Martin County (Full Time)



Source: ACS 2021 5-Year Estimates

There are

73,056

jobs in Martin County. The average wage per employee is

$54,800

Source: Bureau of Labor Statistics

There are

112,802

jobs within a 3/4-mile distance to a MARTY route

but only 58% are within a three-quarter-mile distance of a bus stop.*

**Includes jobs in neighboring counties.*
Source: TBEST

There are

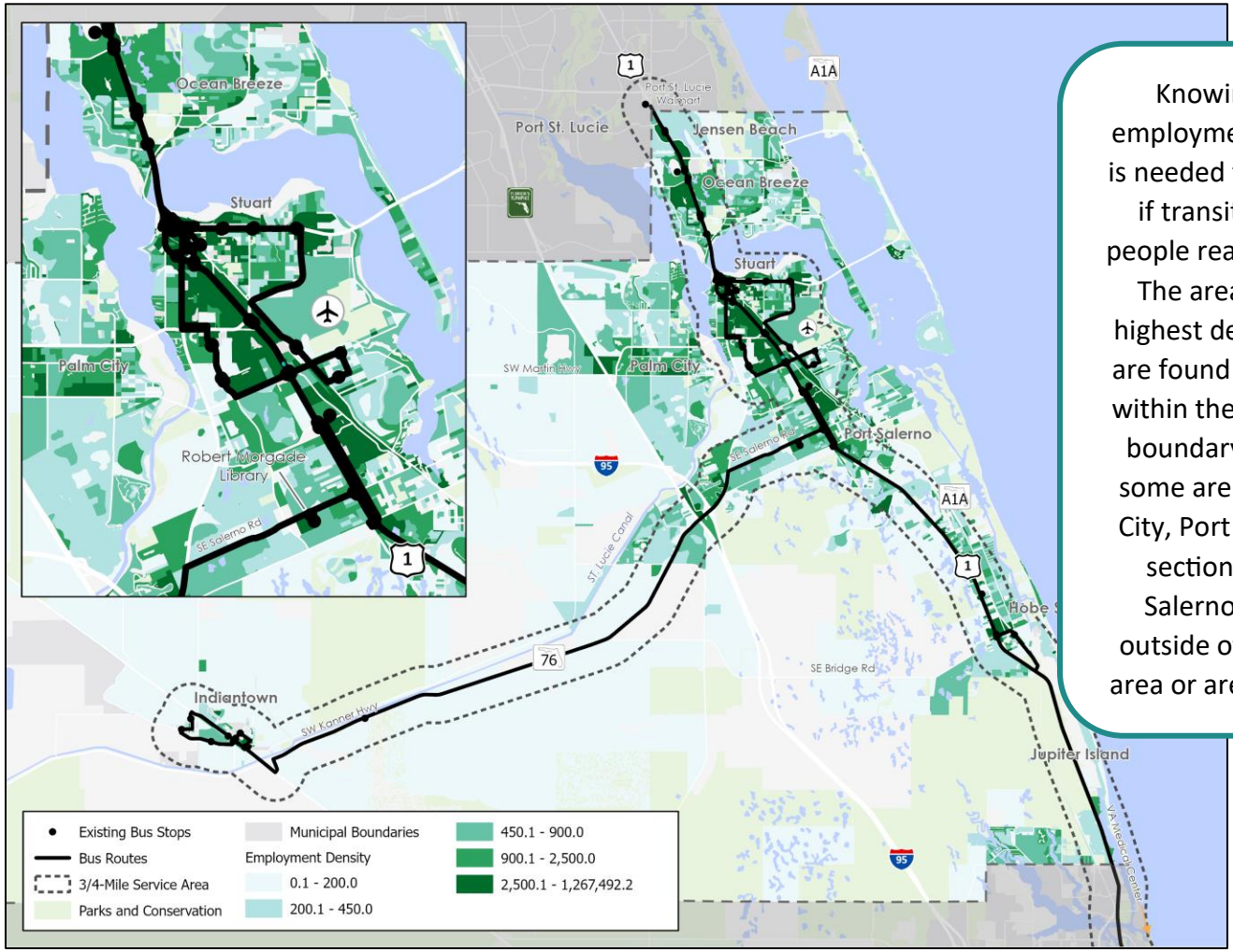
68,766

workers within a 3/4-mile distance to a MARTY route

but only 52% are within a 3/4-mile distance of a bus stop.*

**Includes jobs in neighboring counties.*
Source: TBEST

Figure 16: Employment Density (Jobs per Square Mile)



Knowing where employment is located is needed to determine if transit is helping people reach their jobs. The areas with the highest density of jobs are found along U.S. 1, within the service area boundary. However, some areas, like Palm City, Port Salerno and sections along SE Salerno Road, fall outside of the service area or are not near an

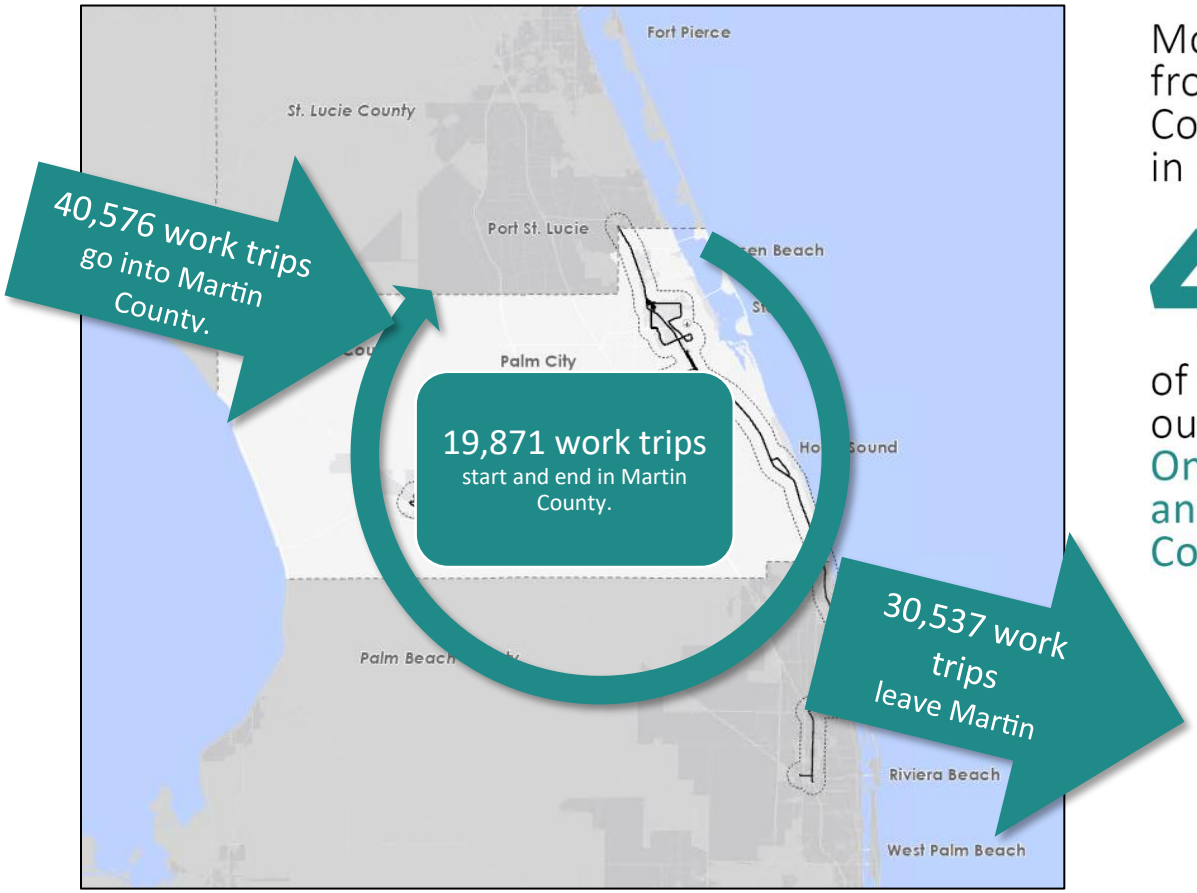
Source: TBEST

2.3 Travel Patterns

2.3.1 Commuting Flows

Understanding where people travel to and from work will assist in the analysis of the community's local and regional travel needs. The US Census Longitudinal Employment Household Data OnTheMap 2020 Tool was used to visualize Martin County's commuting trends in **Figures 17** to **Figure 19**.

Figure 17: Employment Flow



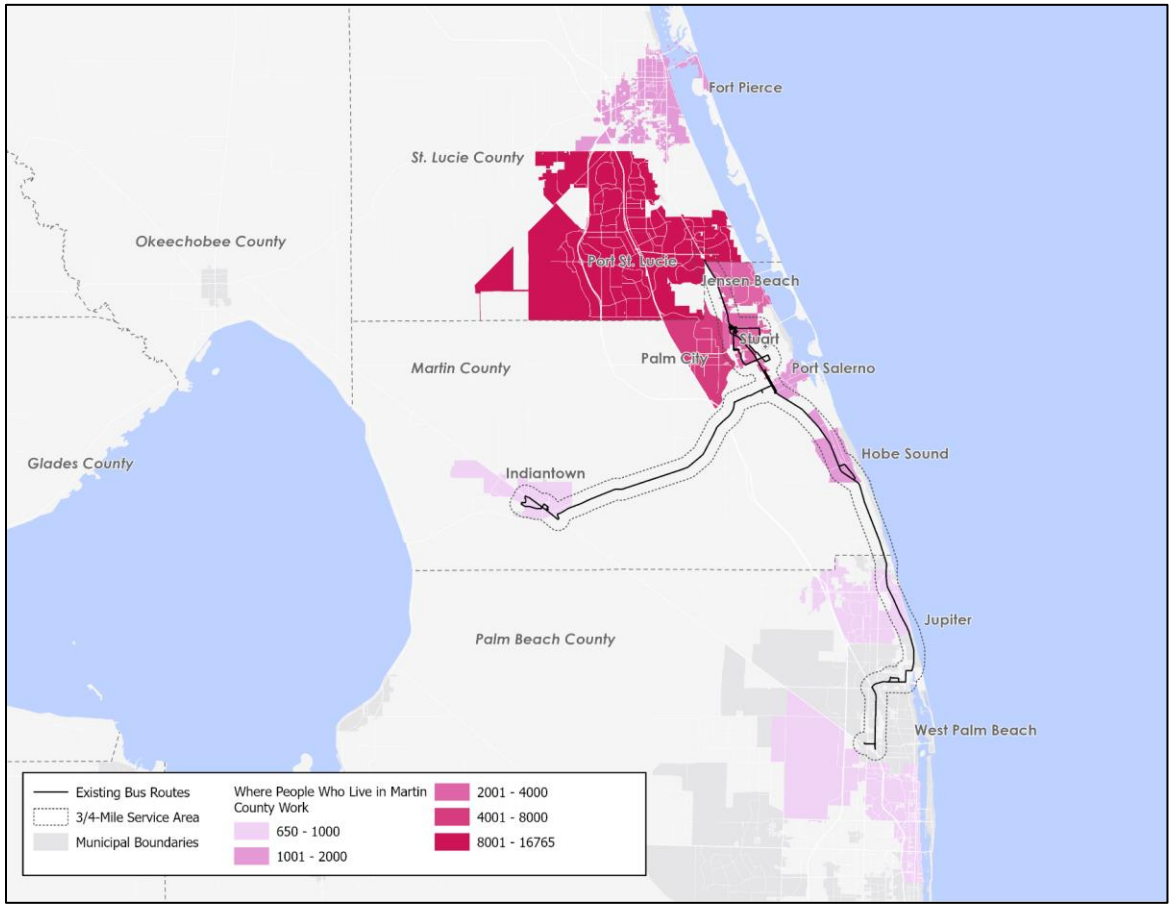
More workers commute from outside of Martin County than live and work in it.

45%

of work trips come from outside of Martin County. Only 22% of workers live and work within Martin County.

Source: U.S. Census Bureau's LEHD OnTheMap 2020

Figure 18: Where Do People Who Live in Martin County Work?



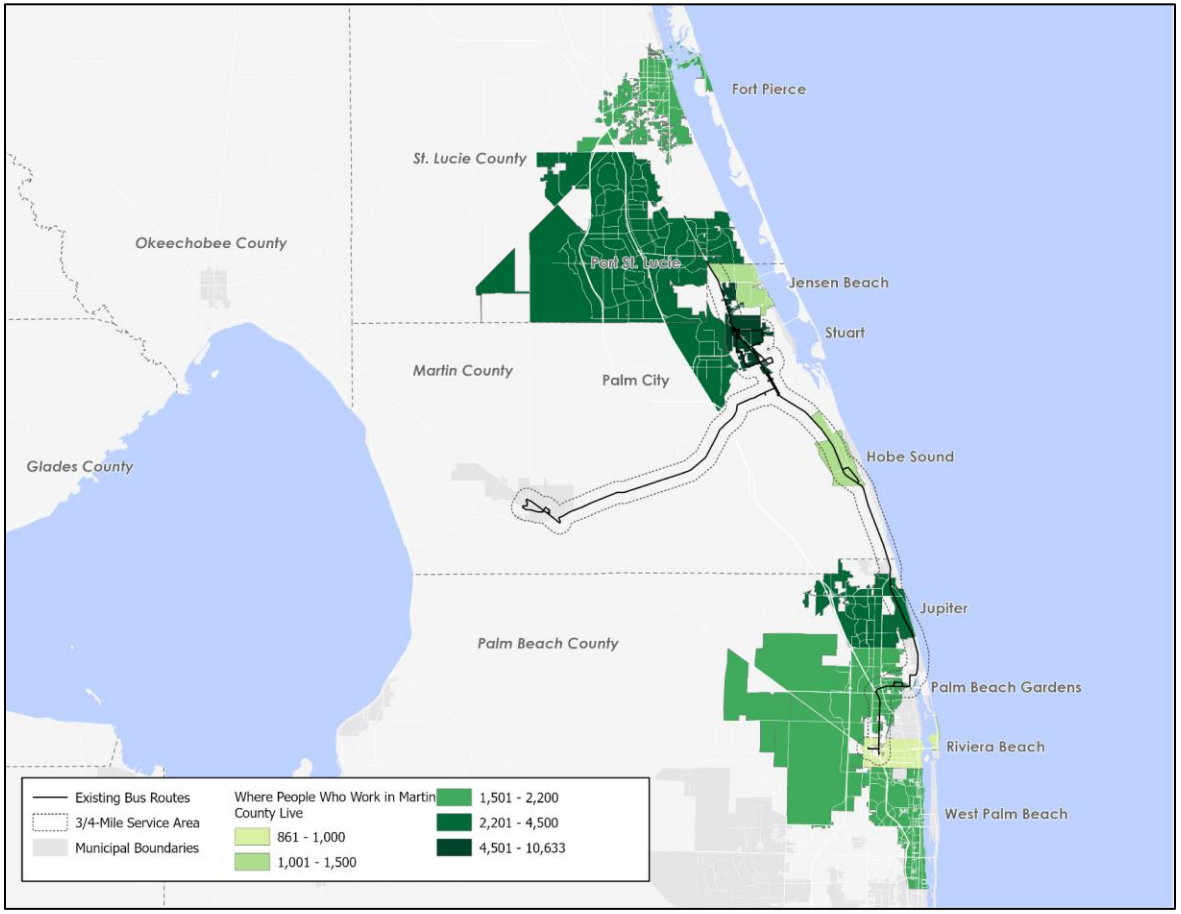
TOP 10 WORK DESTINATIONS

Place	Total Trips	Percent
Stuart	10,633	18%
Jupiter	2,934	5%
Port St. Lucie	2,540	4%
Palm City	2,215	4%
W. Palm Beach	2,028	3%
Palm Beach Gardens	1,820	3%
Fort Pierce	1,637	3%
Jensen Beach	1,139	2%
Hobe Sound	1,117	2%
Riviera Beach	861	1%
All others	32,865	55%

18%

of Martin County workers go to work in Stuart.

Figure 19: Where Do People Who Work in Martin County Live?



TOP 10 ORIGINS OF WORKERS

Place	Total Trips	Percent
Port St. Lucie	16,765	24%
Palm City	4,265	6%
Stuart	3,015	4%
Jensen Beach	2,255	3%
Hobe Sound	1,757	2%
Port Salerno	1,665	2%
Fort Pierce	1,535	2%
Indiantown	934	1%
Jupiter	927	1%
West Palm Beach	650	1%
All other	36,628	52%

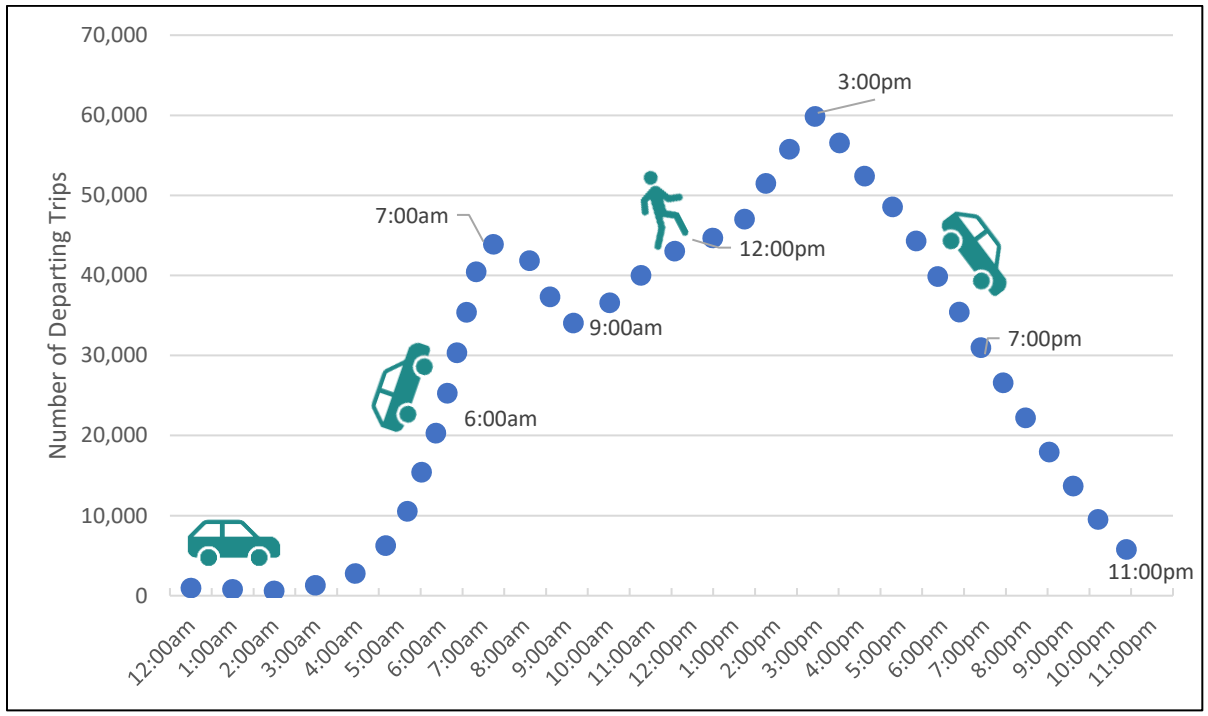
1 in 4

workers in Martin County live in Port St. Lucie

2.3.2 Trip Start Times

Knowing when people need to make trips is essential for understanding how Marty can best serve the community's transportation needs. **Figure 20** illustrates the distribution of weekday trip start times for all trips originating in Martin County. The number of trips started increases from 4:00 am to 7:00 am, then declines from 7:00 am to 9:00 am. The number then gradually increases until the daytime peak at 3:00 pm.

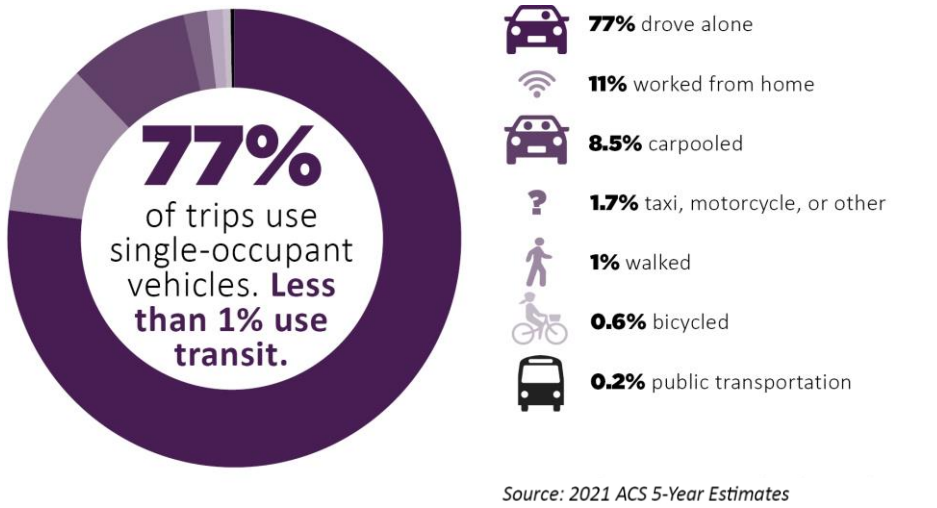
Figure 20: Trip Start Times



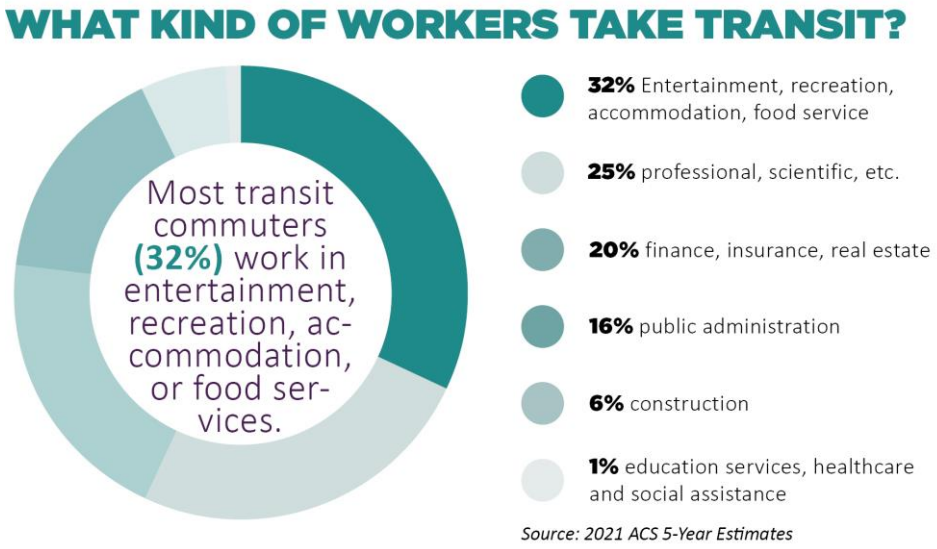
2.3.3 Mode Split

Replica data was used to understand how people commute to work ("mode split"). Data from the 2021 American Community Survey 5-Year Estimates was used to show the mode split for all work trips in Martin County. **Figure 21** shows that the most popular commute mode in Martin County is driving alone (77.0 percent).

Figure 21: Mode Split in Martin County



Source: 2021 ACS 5-Year Estimates

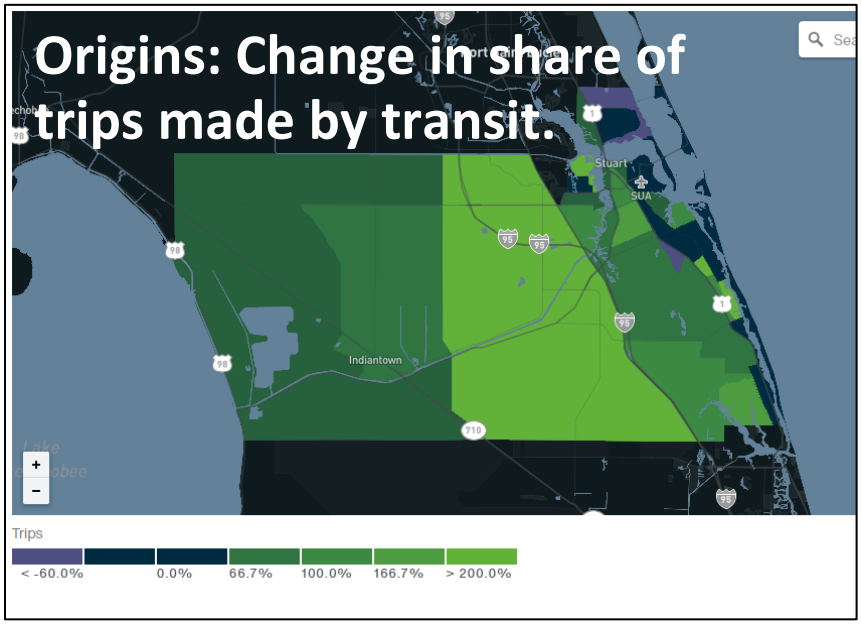


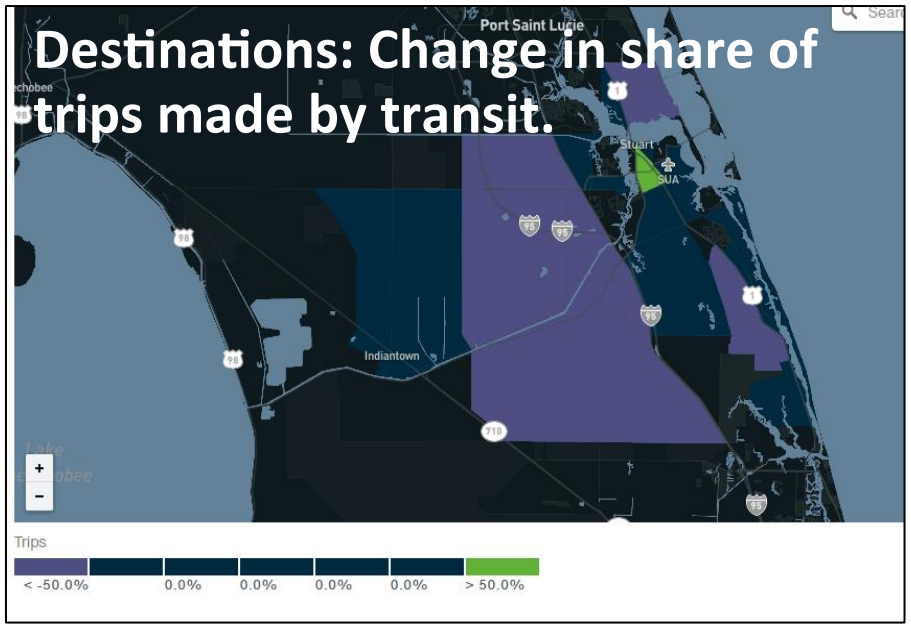
Source: 2021 ACS 5-Year Estimates

2.3.4 How Has Travel Using Transit Changed since COVID-19?

Figure 22 shows how transit's share in mode split has changed throughout the COVID-19 pandemic from April 2020 to June 2023. Concerning transit trip origins, the less urbanized census tracts east of U.S. 1 (shown in green) have shown the highest gains in mode split. For destinations, the area west of U.S. 1 in Stuart experienced the highest gains in transit mode split, while the rest of the county saw no changes or experienced a decrease in transit mode split.

Figure 22: Change in Share of Transit Trips since COVID-19





Source: Replica 2023

2.4 Land Use Patterns

An analysis of both current and future land uses was conducted to assess their impact on transit development within the County. The analysis identifies land use as a crucial factor significantly influencing the efficiency and effectiveness of the transit system, focusing on elements such as land use types, residential and employment densities, and development patterns.

To evaluate the alignment of existing land use policies and regulations with transit development, a comprehensive map and analysis were conducted. Future land uses that support transit development include high-density multifamily residential areas, mixed-use zones, and office areas. This section provides a summary of the county's land use patterns and their implications for transit services.

As previously mentioned, the county has experienced a 10% growth in population since 2010, with the majority of the population concentrated in urbanized areas. Martin County maintains a relatively low population density, with only 256 people per square mile. Urban areas are concentrated in Stuart, Port Salerno, Jensen Beach, and the west side of Indiantown. Most residential developments consist of single-family homes. As a coastal county, Martin County features a substantial stretch of land along the Atlantic Ocean, the Indian River Lagoon, and the St. Lucie River, fostering waterfront properties and associated land uses such as marinas, beachfront developments, and recreational areas.

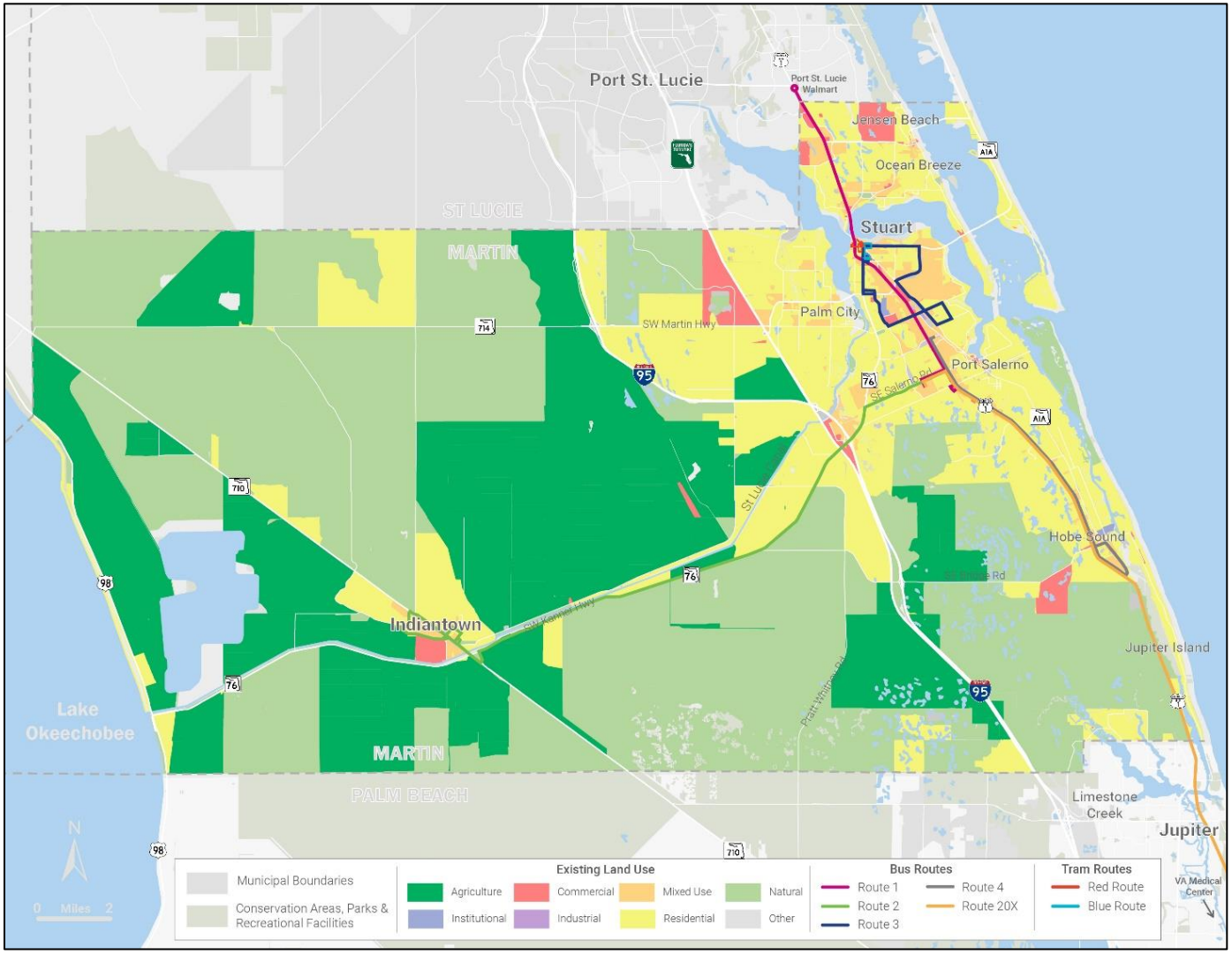
To the west of the turnpike, the county remains primarily dedicated to agriculture and conservation, representing 55% of the land. Agriculture plays a pivotal role in the county's economy and land use. Conservation and natural parks, including Jonathan Dickinson State Park, Savannas Preserve State Park, and Hobe Sound National Wildlife Refuge, underscore the county's commitment to preserving its natural environment. Significant distribution center and warehousing development rapidly growing in proximity to interchanges with I-95 and the Florida's Turnpike. Leveraging new development for bus stops and connecting employment centers with workers is an important strategy for the future.

The County's comprehensive plan encourages the development of mixed-use plans and establishes policies within the Future Land Use Element to meet the county's residential needs while limiting urban sprawl. The county imposes strict environmental and suitability requirements, including location within the Primary or Secondary Urban Service District, protection of natural resources, and adequate provision of facilities and services at the adopted level of service.

A review of the approved development plans in the County and the Community Redevelopment Agency (CRA) areas reveals a concentration of mixed-use areas in downtown Stuart, adjacent to the coastline. Anticipated projects in the southwest area of Stuart include the expansion of golf courses, the establishment of new polo grounds, and the construction of residential units. Other significant developments include the establishment of two new solar facilities and single-family residential projects.

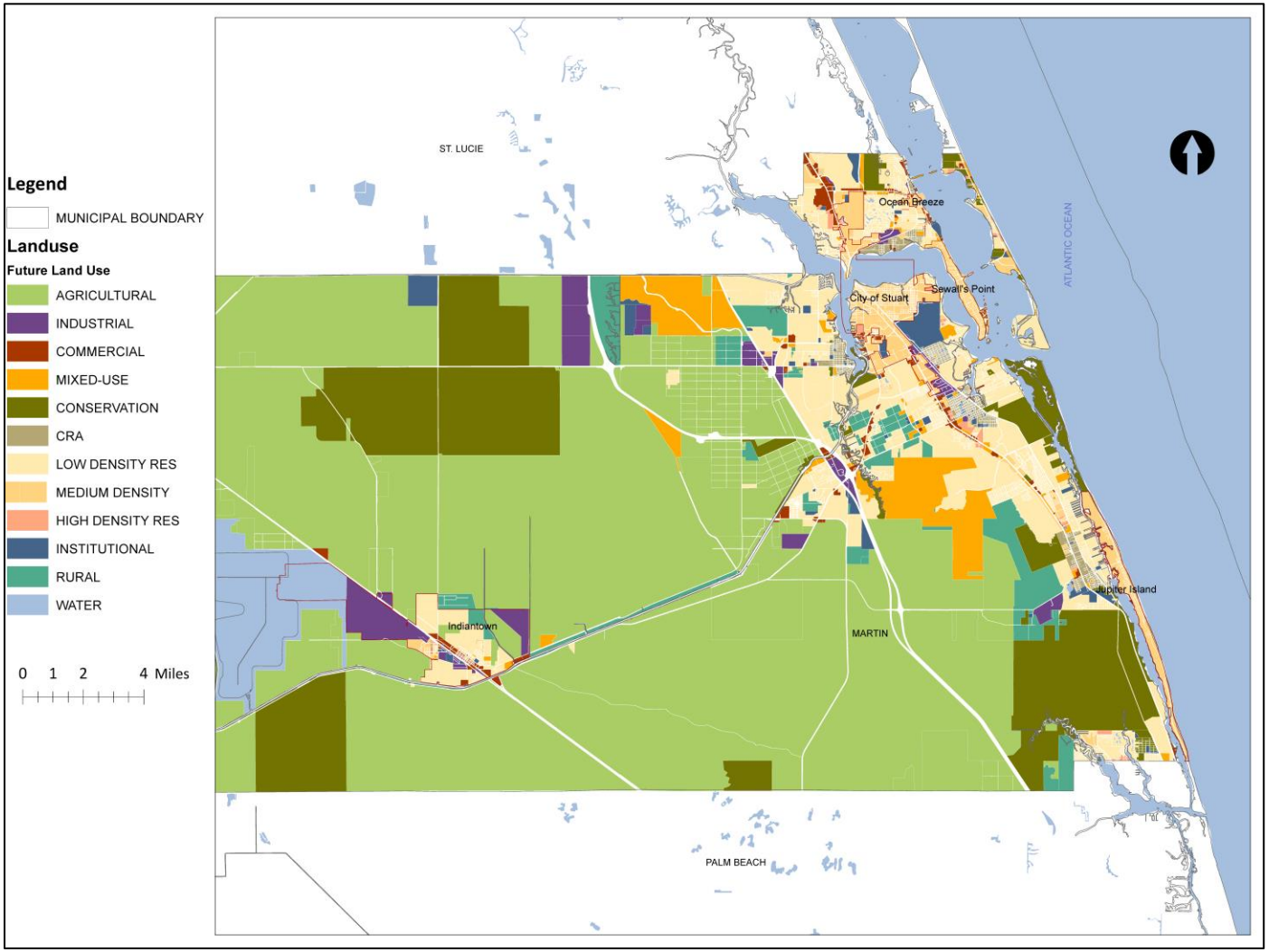
Figure 23 shows Existing Land Use for Martin County and **Figure 24** shows Future Land Use and Community Redevelopment Agency boundaries.

Figure 23: Existing Land Use



Source: Martin County

Figure 24: Future Land Use



Source: Martin County

Section 3. Existing Services and Performance Assessment

3.1 Marty Fixed-Route System Overview

As previously mentioned, the current Marty system provides four local fixed-routes (Routes 1, 2, 3, and 4) and one commuter bus route (Route 20X). Note that Route 2 is a deviated fixed-route as it has a line haul segment between Stuart and Indiantown and becomes a fixed route loop in Indiantown. The fixed-route buses generally operate from 6 am to 8 pm and the commuter route operates from 6:30 am to 7:30 pm, as listed in **Table 2**. Marty buses operate Monday through Friday except for six holidays:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

On those occasions when a holiday falls on a Saturday, there will be no service on the Friday before the holiday. If the holiday falls on a Sunday, there will be no service on the Monday following the holiday. All Marty buses are equipped with wheelchair lifts and bike racks.

Table 2: Marty Route Operating Characteristics

Route	Major Destinations and Transfer Stations	Headways	Span of Service
Route 1 **U.S. 1 Corridor**	• Walmart in Port St. Lucie* • Treasure Coast Mall • Stuart Center • Stuart Walmart • Indian River State College • Cleveland Clinic Martin South Hospital*	35-minutes	6:00 am to 8:00 pm Monday-Friday
Route 2 **Indiantown**	• Rines Market • Florida Department of Health • U.S. Post Office • Elisabeth Lahti Library/IRSC Indiantown Education Center • Boys & Girls Club • Indian River State College* • Cleveland Clinic Martin South Hospital*	35-minutes within Indiantown 160-minutes from Indiantown to Robert Morgade Library	6:00 am to 7:35 pm Monday-Friday
Route 3 **Stuart**	• Cleveland Clinic Martin North Hospital • County Administration • Downtown Stuart • Kiwanis Park-and-ride • Florida Department of Health • Lamar Howard Park • Martin County High School	40-minutes	6:00 am to 8:00 pm Monday-Friday

Route	Major Destinations and Transfer Stations	Headways	Span of Service
Route 4 **South Stuart/Hobe Sound**	• Walmart in Stuart* • Hobe Sound Public Library • Bridge Road at Hobe Sound*	60-minutes	7:00 am to 5:55 pm Monday-Friday
Route 20X **to Palm Beach County**	• Indian River State College* • Cleveland Clinic South Hospital* • Cove Center Shopping Plaza • Bridge Road at Hobe Sound • Palm Beach Gardens Mall • West Palm Beach VA Medical Center	Varies from 35- to 95-minutes	6:30 am to 7:25 pm Monday-Friday

**Denotes transfer location*

3.2 Regional and Local Transit Connections / Other Transportation Providers

Marty connections can be made to the City of Stuart's tram routes, Palm Beach County's Palm Tran routes, and St. Lucie County's ART routes. The City of Stuart Tram provides an important microtransit element complementing the Marty service. The service is provided 7 days a week looping around the downtown Stuart Area. Connections to Marty can be made at all the stops in Downtown Stuart as the Tram operates as a wave down service.

Figure 25 provides a map of regional connectivity for a four County region including Palm Beach, Martin, St. Lucie and Indian River Counties. As previously mentioned, the Marty service is also regionally connected to the Palm Beach County Palm Tran Service south of Martin County, and the Marty U.S. 1 Route and the St. Lucie County ART U.S. 1 Route overlap between the Treasure Coast Mall in Martin County and the Walmart in St. Lucie County.

Figure 25: Marty System and Connection to Transit Agencies within the Region

St. Lucie County

City of Stuart

Palm Beach County

Indian River County

TriRail

3.3 Paratransit Services

Martin County Public Transit offers ADA-eligible complementary paratransit service, Marty Access, which is a shared ride, door-to-door trip provided to ADA-eligible individuals whose origin and destination fall within ¾ of a mile of a scheduled fixed-route service. This service operates Monday through Friday, 6:00 am to 8:00 pm. MTM Inc. currently operates Marty's ADA paratransit service. To determine eligibility, a Marty ADA representative goes to the applicant's home to assess the rider's qualifications. Coordination for applications and eligibility is handled in-house within the Martin County transit division.

The Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 helps protect the civil rights of individuals with disabilities, including the right to accessible and equal access to transportation. The act requires public transit systems provide "complementary paratransit" services to individuals with disabilities who cannot, because of their disability, access the fixed-route system. Individuals with disabilities must apply and be determined eligible for ADA paratransit services. Disability alone does not determine paratransit eligibility; the decision is based on the applicant's functional ability to use the fixed route bus and is not a medical decision.

Outside of the Marty ADA service area corridors, and separate from Marty, is Martin Community Coach, which provides Transportation Disadvantaged (TD) paratransit services to eligible riders in Martin County, such as those who have no other means of transportation, are 65+ years old, are low-income, are persons with disabilities, or who are children at risk. Note that the TD program is a completely separate State of Florida funding program from the PTBG program. The service is currently operated by the Senior Resource Association (SRA), which serves as the County's Community Transportation Coordinator (CTC). The SRA was designated the CTC on October 1, 2018. The Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) is the administrative entity, established by Florida Statute, responsible for providing information, advice, direction, and support to the Community Transportation Coordinator (CTC) for the delivery of transportation disadvantaged services.

In Martin County there is no overlap with TD and Marty ADA paratransit, although riders occasionally use both services. A cross-referral system is in place if someone is not eligible for ADA paratransit service but might be eligible for TD paratransit. The 2018-2023 Martin County Transportation Disadvantaged Service Plan (TDSP) indicated that although there are no federal, state, or local policies that inhibit coordination between TD and ADA paratransit services, the plan identified the following barriers for the coordination of TD service:

- A lack of coordination between neighboring counties and coordination agreements to provide intercounty trips.
- A lack of training opportunities for TD passengers and the CTC customer service representative to learn how to use the fixed-route system.
- A lack of funding for the fixed-route system increases the demand for the TD system.

Transportation Disadvantaged

Chapter 427, F.S. defines "transportation disadvantaged" as:

"Those persons who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are handicapped or high-risk or at-risk as defined in s. 411.202, Florida Statutes."

3.4 Fare Structure and Policies

Fares can be purchased using cash for preprinted tickets or by using the Token Transit mobile ticketing app. **Table 3** lists the fare rates for fixed-route transit and paratransit service. Exact change is required for passes purchased with cash. Marty does not have a transfer fare procedure or discount, so passengers must pay their regular fare amount with each boarding unless they purchase an all-day or 20-boarding pass. Discounted passes are offered to senior passengers (age 65+), passengers with disabilities, and passengers with a Medicare card and ID. Under the Veterans Transportation Program, veterans with an accepted identification card are allowed to ride for free on the local fixed routes, commuter buses, and paratransit service to the Stuart Veterans Affairs Clinic or the Veterans Affairs Medical Center in West Palm Beach. Marty ADA's complementary service is a cash-fare payment program.

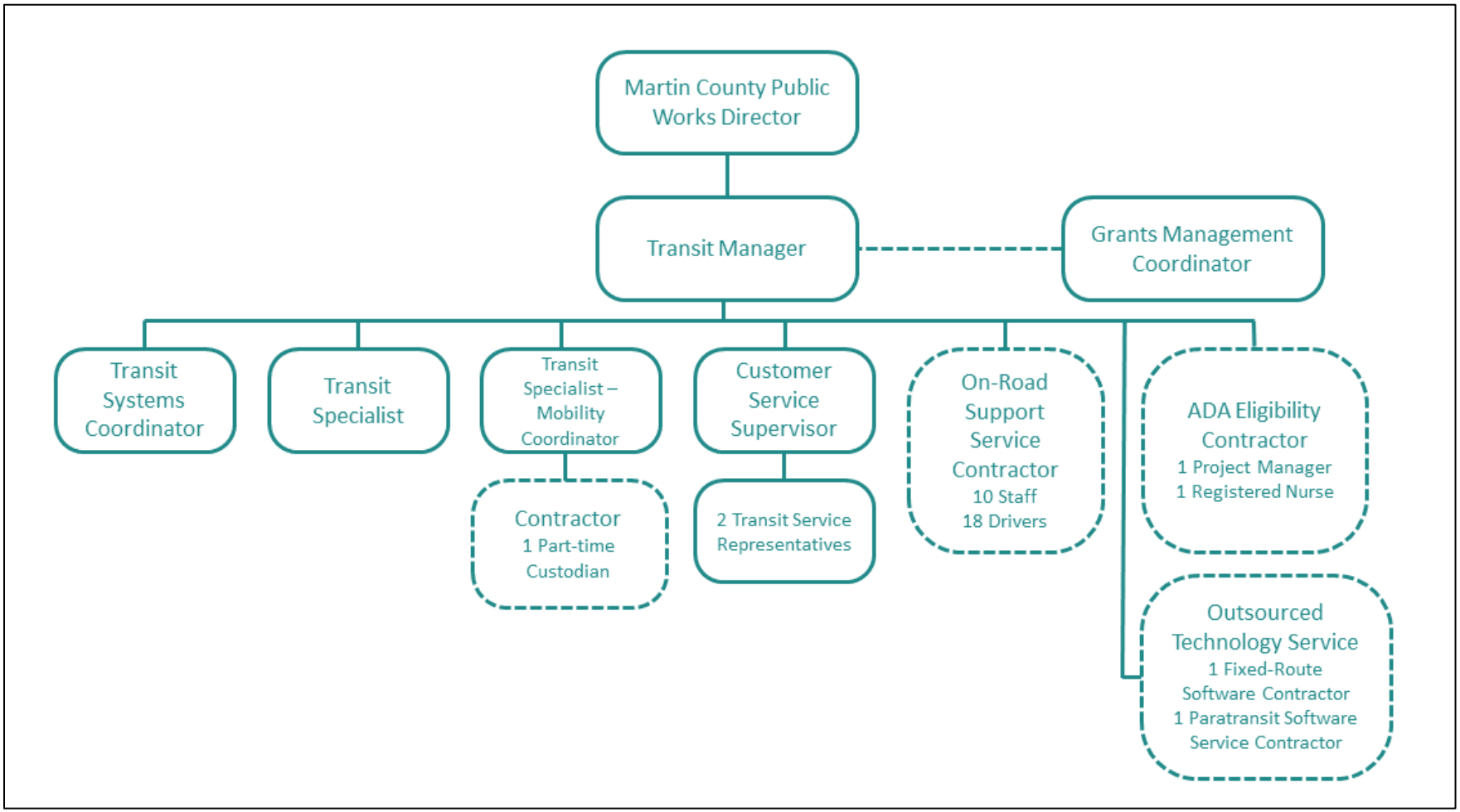
Table 3: Fare Policy

Service	Fare per Boarding	Passes	Free
Local-fixed route	Full $1.50 Discount $0.75	$3.00 all-day pay $20 for 20 boardings	Veterans with ID
Commuter Bus	Full $2.00 Discount $1.00	$20 Express Pass for 10 boardings	Veterans with ID
Paratransit	$3.00 per trip	N/A	Veterans with ID

3.5 Marty Organizational Attributes

The Martin County Board of County Commissioners (BOCC) appoints the County's Chief Administrative Officer, who implements and oversees BOCC approved programs and the 12 county departments, including the Public Works Department. Under the direction of the Public Works Director is the Transit Management Planning and Operations (dba Marty) Division which is staffed by seven full-time county staff and one part-time support position. **Figure 26**: Marty Organizational Structure depicts Marty's current staffing chart as of December 2022. Scheduling of ADA Paratransit trips is done in-house by county staff. Contracted operations staff, including 18 vehicle operators and 10 other staff are responsible for operations and maintenance.

Figure 26: Marty Organizational Structure



MTM Transit is the current service provider for the Marty system including the ADA paratransit services since October 1, 2020, under the On-Road Transit and Support Services (Marty Bus System Operation) contract. The current contract term is three years plus two 1-year renewal options. The county leases county-owned transit vehicles to service provider for a fee for the use of each vehicle. The service provider is paid a rate per vehicle revenue hour operated for fixed-route service and a rate per trip for ADA service. ADA complimentary paratransit services are reserved and scheduled by the County in the County's trip software program.

The service provider is responsible for bringing on board, training, and managing drivers, dispatchers, maintenance crew, utility workers, and support staff. The provision of a local vehicle maintenance center, the equipment needed for vehicle upkeep, a dispatch office, workstations for personnel, and communication devices is included as part of the agreement.

The current fleet consists of fourteen heavy-duty vehicles, five light-duty vehicles, three cars, one pick-up truck, and one trailer. The service provider is responsible for cost of fuel and exhaust fluid, maintenance of equipment, monthly cleaning of transit vehicle, as well as the maintenance of bus shelters at a specified rate per shelter. The service provider is required to provide a base facility to perform vehicle maintenance and dispatching, however, the County provides a designated secured bus and support vehicle parking location at 2555 SE Avenger Circle in Stuart. The vehicles undergo regular maintenance at the service provider's maintenance facility in Stuart. Martin County does not own a transit maintenance and operations/dispatch facility, but the need for one has been identified in the Martin County Public Transit Business Plan (2017) and the Martin County Transit Operations Center Feasibility Study (2018). However, there are discussions for there to be a future County Public Works facility with a potential transit facility west of I-95 and Kanner Highway in the long term. The need for a new operations and maintenance facility and an intermodal hub has been programmed as unfunded capital improvements in the 2045 LRTP.

A second amendment to the agreement with the service provider was updated to reflect rates changes as shown in **Table 4**:

Table 4: Service Provider Rate Schedule

REVENUE SERVICES	RATE PER VEHICLE REVENUE HOUR
Fixed Route, Deviated Fixed Route & Commuter Bus Service	$ 75.66
ADA & Veterans Paratransit Services	$ 63.96
EQUIPMENT MAINTENANCE SERVICES	RATE PER SHELTER
Monthly Bus Shelter Cleaning & Maintenance	$ 121.64
Emergency Bus Shelter Cleaning	$ 159.94
Emergency Bus Interior Cleaning	$ 159.94
Emergency Bus Shelter Safety Call (Tape off area due to safety issues)	$ 108.59
EMERGENCY TRANSIT SERVICES	RATE PER HOUR PER VEHICLE
Emergency Transit Services	$ 64.62
Total Contract Cumulative Not to Exceed Amount -	$ 2,915,390
Total Contract Cumulative Not to Exceed Amount -	$ 5,831,390
Total Contract Cumulative Not to Exceed Amount -	$ 8,785,390

To facilitate commuting using park-and-ride service, the Martin County BOCC has a Memorandum of Understanding with the District Board of Trustees of Indian River State College to jointly provide parking facilities at the Robert Morgade Library. The term for use of the site is from March 22, 2022, to March 22, 2025.

3.5.1 Comprehensive Plan

A review of the Martin County comprehensive plan policies and land development regulations was conducted to identify local land use policies and regulations that may impact transit performance. Within the Martin County Comprehensive Plan Transportation Element is a policy for major industrial development within one-half mile of a public transportation corridor, as designated through the adoption of the Transit Development Plan, to incorporate at least one public transportation stop, such as a bus bay or loop (Policy 5.5A.8). Marty plays a limited role in the development review process, however according to the Martin County Land Development Regulations, new developments must fulfill the mass transit facilities component to obtain the certificate of public facilities, to ensure that adequate public facilities will be available to service the development concurrent with the impacts of development. The component requires that “Mass transit facilities are in place to provide the proposed development sufficient services based on the

adopted LOS for mass transit facilities, and Capital improvements and/or payments are in the adopted CIE that will provide for the continuation of sufficient mass transit services based on the adopted LOS for mass transit facilities."

3.5.2 Technology

Marty has worked to implement technology investments to improve efficiency, and rider experience and attract new riders. The following summarizes the recent technology investments that have been implemented:

- **Token Transit mobile ticketing -** a free mobile ticketing app that allows you to purchase, and activate a transit fare before boarding the bus using a smartphone. Customers need to download Token Transit to use the mobile pay option**.** The mobile management of fares adds convenience and attracts new riders while reducing dwell times. **Figure 27** from the Marty website shows a preview and the process for purchasing tickets on the app interface.
- **RFP 2016-2838 -** was created to procure a comprehensive Bus Automated Vehicle Location (AVL) solution to assure the continued growth of the transit system in a manner that is conducive to ADA compliance measures, FTA compliance measures, National Transit Database (NTD) compliance measures, and customer service**.** This bid was awarded to TripSpark, a business name and operating division of Trapeze Software. The program allows for the proper reporting of passenger counts, on-time performance, and NTD-required data**.**
- **TripSpark Ranger -** is an In-vehicle Mobile Data Computer (MDC) that fits in the vehicle and links the fleet with the office. It is a device that collects information about vehicles and driver behavior and broadcasts GPS information to the office so that dispatch knows where the buses are.
- **XGate -** is Trapezes' middleware communication software that connects computers with a wireless network such as Wi-Fi or Sprint. It also sends messages and data between the Ranger and the back-office software "STREETS".
- Marty revenue vehicles are equipped with on-board cameras for live and historical viewing.
- **MyRide** – a smartphone application and website interface that connects passengers to real-time bus location information and trip planning functions. Using this application, passengers can select their route and see where the bus is in real-time while also locating stops along the route. **Figure 28** shows the web interface of real-time route planning on myride.martin.fl.us website.

Figure 27: Token Transit Mobile Ticketing

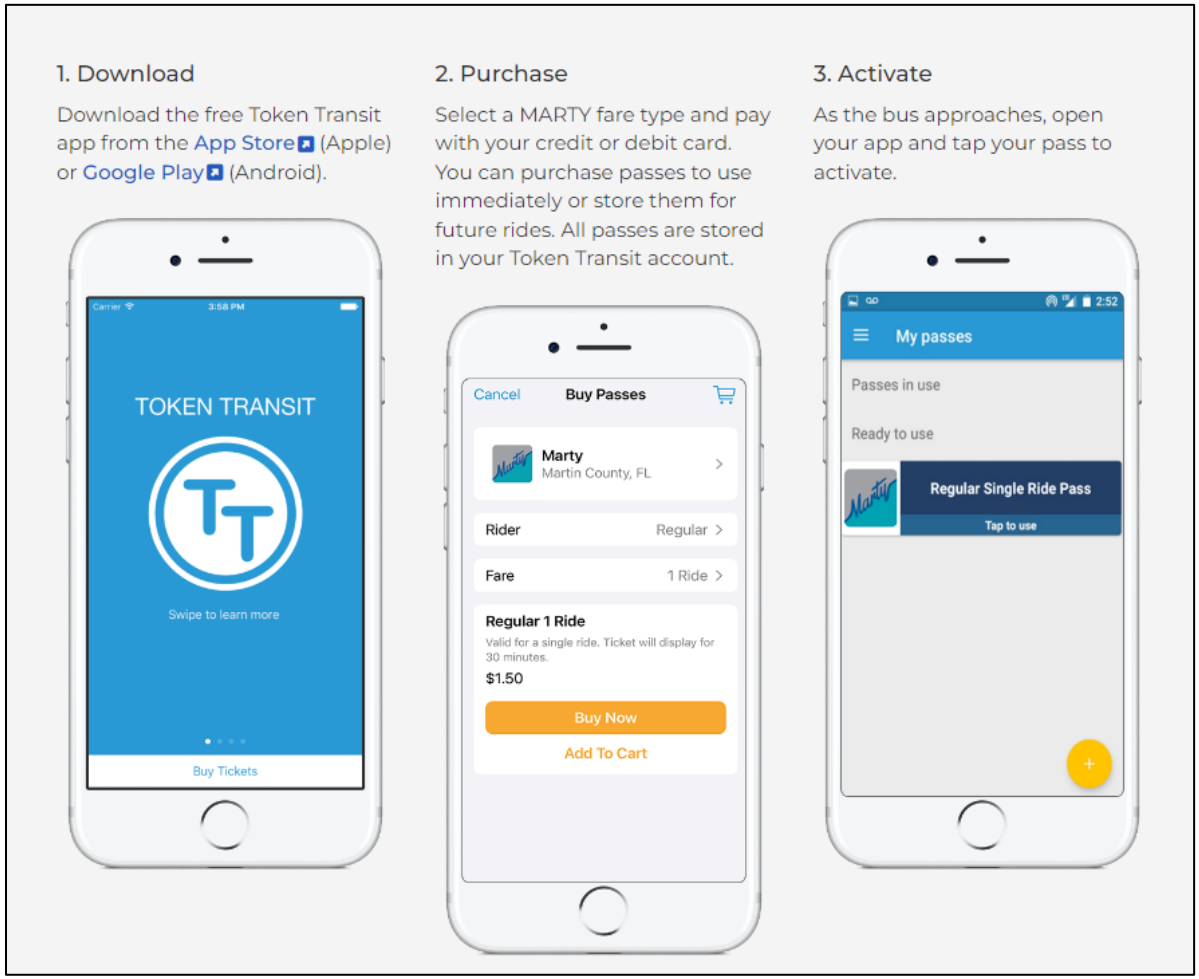
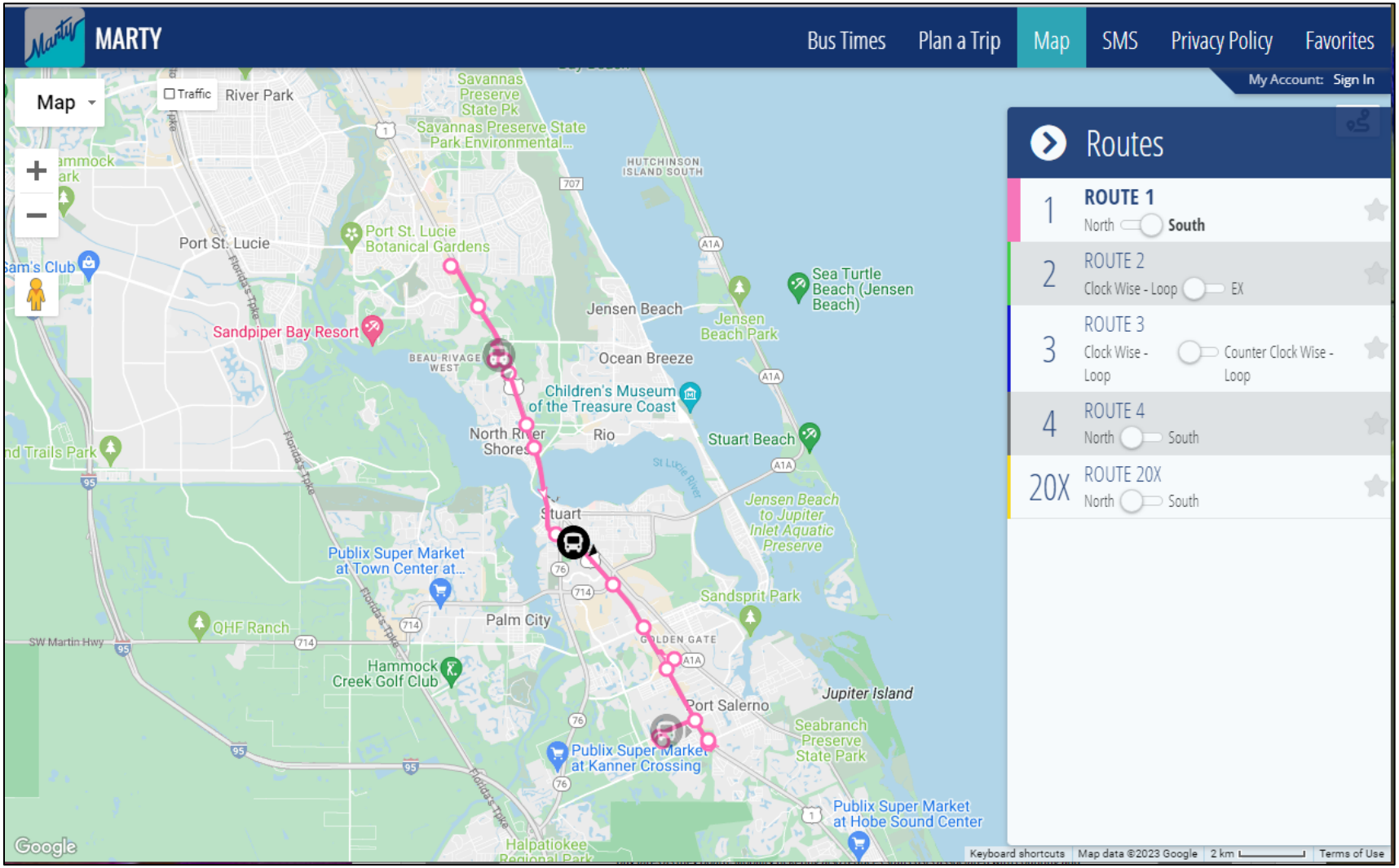


Figure 28: Marty Realtime Bus Location Interface



3.6 Route Level Ridership

Ridership is the number of passengers who board a transit vehicle and is measured as the number of boardings. Passengers are counted each time they board, no matter how many transfers they make. Therefore, if a passenger transfers to a second route, it is counted as two trips and not two "riders". A review of route ridership from FY 19 to FY 22 (shown in **Figure 29** and **Table 5**) shows that, historically, ridership has been highest on Routes 1 and 3. Ridership in FY 20 began to drop, largely due to the COVID-19 pandemic, and began to show signs of recovery in FY 22 for all routes. Route 30X (not shown), was in service during FYs 19 and 20 only, and had a ridership of 120 and 78, respectively. Note that Table 5 shows historical data including a Route 30X. The route was implemented for a very short time and was discontinued for lack of ridership.

88,904
fixed-route trips were take in FY 22
Source: MARTY

Figure 29: Marty Ridership by Route and Fiscal Year

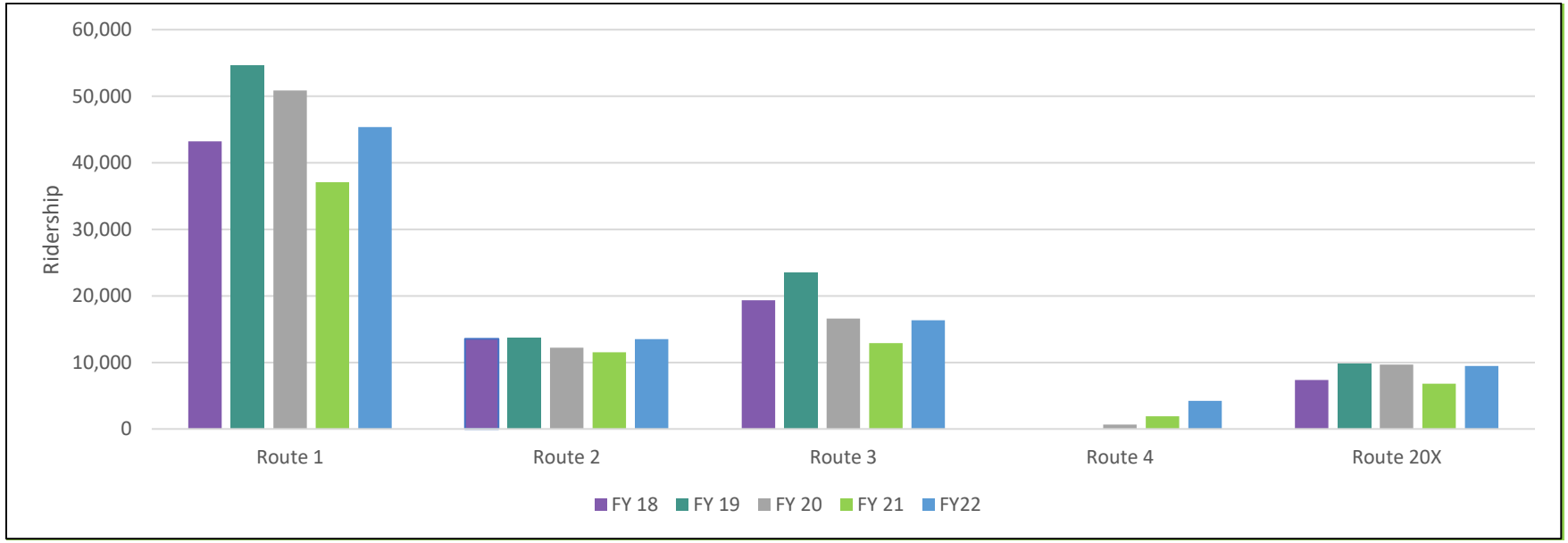


Table 5: Marty Ridership by Route and Fiscal Year

	FY 18	FY 19	FY 20	FY 21	FY22
Route 1	43,229	54,634	50,841	37,092	45,376
Route 2	13,546	13,676	12,197	11,519	13,483
Route 3	19,343	23,465	16,594	12,909	16,350
Route 4	N/A	N/A	643	1,902	4,241
Route 20X	7,349	9,803	9,687	6,825	9,454
Route 30X	N/A	120	78	N/A	N/A
Total	**83,467**	**101,698**	**90,040**	**70,247**	**88,904**

Section 4. Public Involvement Process

The Public Involvement process delineates the activities and efforts undertaken by the TDP. Spanning nine months, this process aimed primarily to gather extensive input from the community. Florida TDP regulations require that Major Update contain a Public Involvement Plan (PIP) – **Appendix A -** to be consistent with the local Metropolitan Planning Organizations (MPO) Public Participation Plan (PPP). Throughout this period, the general public was engaged, elected officials were interviewed, a project review committee convened every month, and a team of key stakeholders was assembled. This chapter provides a summary of these concerted efforts.

4.1 TDP Branding

The Public Involvement process began with developing a distinctive brand for the process, one that incorporated the Marty Brand. The goal was to craft an approachable image that effectively highlighted the priorities for the future of the system. The image below was conceptualized as part of this branding initiative:

This initiative was complemented by a flyer, available in both English and Spanish, which was displayed at all bus stops, on buses, and in community centers. It was also distributed at County events and digitally shared with every stakeholder. The flyer included a QR Code for the survey, aiming to engage the public by providing an explanation of the TDP process and inviting them to share their feedback through the survey.

The QR code was also incorporated into business cards, which were distributed at Open Houses and other County events. This allowed the public to take the card and respond to the survey at their convenience.

4.2 Project Review Committee

A Project Review Committee was formed at the outset of the process. This multidisciplinary team played a pivotal role in evaluating and guiding the development of the TDP update. Meetings were convened to provide overall management, project progress, and strategic direction for the TDP implementation. Members of this team are affiliated with relevant agencies and County officials, as outlined below:

- **CareerSource Research Coast**
- **Florida Department of Transportation District 4**
- **Martin County Growth Management**
- **Martin County Public Transit**
- **Martin County Public Works**
- **Martin Metropolitan Planning Organization**

Monthly meetings were conducted to enable the Committee to review the project's approach and progress, and to offer feedback. Committee members actively supported the process and bolstered public outreach endeavors by distributing the survey and offering ideas on enhancing community engagement. CareerSource Research Coast (CSRC) is the Regional Workforce Board (RWB) for the Treasure Coast and IS an important stakeholder for the community by providing job training and employment assistance in the community. Consistent with TDP requirements the CSRC was engaged throughout the process, documents were distributed for review to the entire PRC and timelines for reviews were implemented. All members of the PRC were notified of Stakeholder and Public Meetings.

4.3 Stakeholder Working Group Meetings

The Stakeholder Working Group was selected at the beginning of the update process, participants with a variety of roles, and perspectives were approached to participate in this process. A total of 42 participants were requested to be involved in the meetings that took place throughout the project. The stakeholders involved are listed as follows:

- Career Source Research Coast (Regional Workforce Board)
- City of Stuart
- City of Stuart - Stuart TRAM
- City of Stuart CRA
- Senior Resource Association (SRA), CTC of both Martin County and Indian River County
- FDOT District 4 Office of Modal Development (OMD)

- Florida Department of Health, Martin County
- House of Hope
- Indian River State College
- Martin County Business Development Board (BDB)
- Martin County CRA
- Martin County Growth Management
- Martin County Human Services
- Martin County Public Transit
- Martin County Public Works
- Martin County Tourist Development
- Martin MPO
- Rio/Jensen Beach CRA & Neighborhood Advisory Committee (NAC)
- Stuart Main Street
- Stuart/Martin County Chamber of Commerce
- Treasure Coast Regional Planning Council (TCRPC)
- Recruitment & Retention, MC Schools
- The Kane Center, The Council on Aging of Martin County
- Little Lights Dentistry
- Community Champion/Liaison

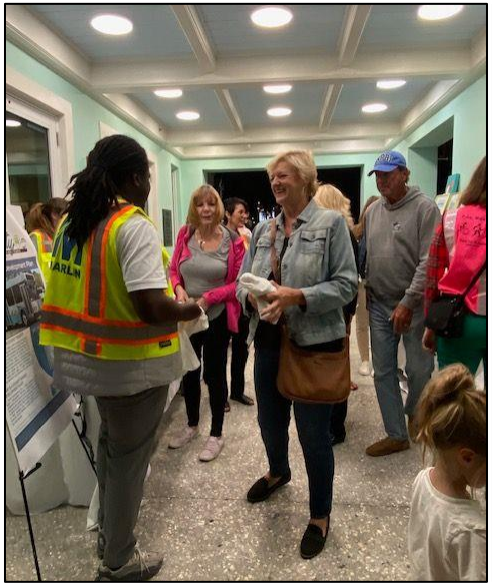
Two meetings in total were carried out. During the initial meeting, the team introduced the approach for updating the TDP, which outlined the study area and the current conditions of the transit system. Additionally, an online polling activity was conducted to gather feedback from the group regarding their perceptions of the most needed improvements for Marty. The responses received are documented in **Appendix B.**

The second meeting consisted of a presentation of the public involvement process and the potential improvements and alternatives for Marty. This allowed the Group to provide feedback and ideas on the potential improvements envisioned for the system.

4.4 Open Houses

A total of six Open Houses were carried out. One in each of the 5 districts, with the exception of District 3 where two open houses were programmed, one in Indiantown and the second one in Hobe Sound. MTM (Service Provider) participated in all the events and provided a bus for the duration of the Open Houses where applicable. The bus drivers were also available to speak with the public, and answer their questions about the service. A summary of each of the Open Houses is provided below:

DISTRICT 1 OPEN HOUSE



Location: Jensen Beach Chamber of Commerce – Jammin' Jensen
Date: December 7, 2023
Estimated attendees: 75-90 people
SUMMARY

The MPO, Marty, and the Project team facilitated the event with bilingual (English/Spanish speaking) staff. The event spanned from 4:00 pm until 8:00 pm, and the majority of attendees arrived between 5:30 pm and 7:00 pm. The setup was divided into two spaces,

the first-floor tables in front of the Chamber of Commerce, where team members had giveaways, gave out general information on Marty and the TDP, and conducted intercept surveys. On the first floor, outside of the Chamber of Commerce, the team spoke to people who were attending the Jammin' Jensen event, this provided us with a chance to speak with people who were not familiar with the system. The majority of attendees had never used Marty, many of them were tourists, lived in the area or were from Hutchinson Island. On the second floor of the Chamber, a more detailed presentation was held, where people from the public attended and asked questions.

DISTRICT 2 OPEN HOUSE

Location: Cassidy Center at Lamar Howard Park

Date: December 6, 2023
Estimated attendees: 70-80 people (including 40 children)
SUMMARY
The MPO, Marty and the Project team facilitated the event with bilingual (English/Spanish speaking) staff. The event spanned from 3:00 pm until 6:00 pm, and the majority of attendees arrived between 4:00 pm and 5:30 pm. A tent, with tables, was set up outside

the Cassidy Center, where parents came in to pick up their children for the after-school program. Attendees could sit and take the survey, examine the boards, and learn more about the public transit system. Parents and children had the opportunity to hop on a bus and meet the driver and transit related coloring booklets, crayons were available for the children. The majority of attendees were Spanish-speaking only, and although they had seen the buses, none of them had ever been on a Marty bus. The team took this opportunity to give them all the information needed for them to feel more comfortable when hopping on a bus, coaching them about payment options, routes, and schedules. It was a very busy event; people were interested in the service and in learning more about it.

DISTRICT 3 OPEN HOUSES

Open House: Indiantown

Location: Council Chambers
Date: January 11th, 2024
Estimated attendees: 15 (including 6 children)
SUMMARY

The MPO, Marty, South Florida Commuter Services (SFCS) and the Project team facilitated the event with bilingual (English/Spanish speaking) staff. The event spanned from 3:00 pm until 6:00 pm, and the majority of attendees arrived between 4:00 pm and 5:00 pm. The setup was located at the main entrance to the Village's Council Chamber, the Open House was held before a Village of Indiantown Council Meeting. Attendees could take the survey, examine the boards, and learn more about the public transit system. The public, which includes parents and children, had the opportunity to hop on a bus and meet the driver and transit related coloring booklets and crayons were available for the children. The afternoon was very cool and rainy, which led to a low turnout. The Project Team obtained approximately 20 surveys. Predominantly from Spanish-only speaking attendees.

Open House: Banner Lake

Location: Banner Lake Community Center
Date: January 31st, 2024
Estimated attendees: 60 (including 30 children)
SUMMARY
The MPO, Marty, SFCS and the Project team facilitated the event with bilingual (English/Spanish speaking) staff. The event spanned from 3:00 pm until 6:00 pm, and the majority of attendees arrived between 3:30 pm and 5:00 pm. A tent was set up outside the Banner Lake Center. The Team setup was divided into three tables at the entrance of the building. where parents came in to pick up

their children for the after-school program. Attendees could sit and take the survey, examine the boards, and learn more about the public transit system. Parents and children had the opportunity to hop on a bus and meet the driver and transit related coloring booklets, crayons were available for the children. It was a very busy event; people were interested in the service and were very knowledgeable about the service and the needs the community has. Members from Martin County's Taxpayer Association attended the event and were provided with information about the project goals and long-term objectives for Marty.

DISTRICT 4 OPEN HOUSE

Location: Robert Morgade Library
Date: January 8th, 2024
Estimated attendees: Approximately 40-50 people. Obtained 42 surveys.
SUMMARY

The MPO, Marty, SFCS and the Project team facilitated the event with bilingual (English/Spanish speaking) staff. The event spanned from 2:30 pm until 5:00 pm, and the majority of attendees arrived between 3:00 pm and 4:30 pm. The Project Team setup tables at both library entrances. Attendees were able to review the boards and discuss their opinions with the team. It was a very busy event; attendees were interested in the system and wanted to know more about it; some were very knowledgeable about the service and the needs of the community. Others did not know about Marty, its schedules, or its routes. A member from the Kane Center attended the event and requested information about future stops at the center, the needs this community has and what can be done to better serve it.

DISTRICT 4 - IRSC Tabling Event–

Location: Indian River State College (IRSC) Chastain Campus
Date: January 8th, 2024
Estimated attendees: 30 students and faculty. Obtained over 30 surveys.
SUMMARY
The MPO, SFCS, and the Project team facilitated the tabling event. The event spanned from 9:00 am until 12:00 pm. The tables were setup in the Student Engagement Center during the college's Week of Welcome (WOW) event. The team members distributed safety materials, gave out general information on Marty, the TDP, and conducted intercept surveys and/or distributed QR Code Business cards. The college students were engaged and many shared that they use Marty to get to their campus. The IRSC student population seemed to be very socially aware and recognized the importance of public transportation.

DISTRICT 5 OPEN HOUSE – PALM CITY

Location: Pete and Julie Cummings Library
Date: January 26th, 2024
Estimated attendees: 30-40 people.

SUMMARY

The MPO, Marty, SFCS and the Project team facilitated the event with bilingual (English/Spanish speaking) staff. The event spanned from 10:00 am until 12:00 pm, and the majority of attendees arrived between 10:00 am and 11:00 am. The setup was divided into three tables, two were set up at the library entrances, and one was in the interior of the library. Attendees were able to review the boards and discuss their opinions on the system with the team. Marty provided a bus and people had the opportunity to hop on the bus and meet the driver. The Team did two presentations where the project, scope, goals, alternatives, and timeline were presented.

4.5 Online Survey

4.5.1 Survey Features

An online survey was developed and opened to the public on October 6th, 2023, and remained open until March 1st, 2024, for a total of five months. The online survey was used to gather countywide feedback and insights from residents, commuters, stakeholders, and other interested parties regarding the current state of the transit system and their vision for future improvements. The objective of the online survey was to collect input from Marty riders and the general public to inform the development of a comprehensive transit development plan. The aim was to understand the level of understanding in the community from persons who were unaware of the system, those who were aware but never used the system, and from those who have used Marty.

The survey was circulated on the MPO website, the County's social media accounts, and several County and stakeholder newsletters, including the CSRC newsletter. Additionally, it was distributed at the Open Houses, where people were able to take the survey in place or take a QR code business card(s) in English or Spanish and take it later, the team performed on-board and on-street surveys at different times of day and at various locations.

The questions were divided into three sections: General, User, and Non-User questions. This allowed the team to gather feedback not only from current riders but to understand why non-users do not use the system, and what would encourage them to use it.

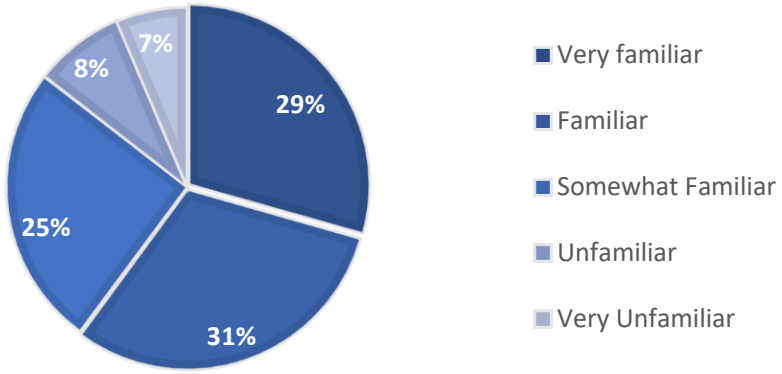
4.5.2 Survey Results

During the five months the survey was active, **732 responses** were gathered. The complete questionnaire and responses are included in **Appendix B**, the following segment presents the main features of the survey results.

The initial questions correspond to the General Section:

The respondents to the survey were predominantly above 45 years old, representing 61% of the public including 33% between 45 and 64 years and 28% over 65 years. Only 3% surveyed were less than 17 years old. This information is key, whether they are users or non-users, survey age plays a crucial role in the ability of people to drive. The need to provide a well-connected and expanded transit service allows older citizens to access it and mobilize for their day-to-day activities.

In the final question of the survey, the public was asked if they lived with any disability, and 15% of the responses were affirmative. This group's needs are crucial for the system to address, the paratransit service currently caters to 3,765 (Figure 33: Marty ADA Annual Ridership, 2017-2022) people per year through their complementary paratransit service. 71% of the population in this group is aged 45 years or older, and 30% are Marty users.

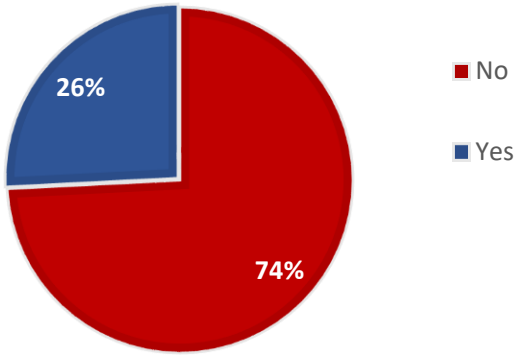


Are you familiar with or have you heard about Martin County's public transportation system, known as Marty?

The first question aimed at gathering information on how familiar is the public with the Marty transit system. This question helped the team understand if the public knows what it is. Results show that 85% of respondents are familiar at some level with the system. In contrast, 15% of respondents have no familiarity with it.

Have you ever used Martin's County transit fixed route bus system (Marty)?

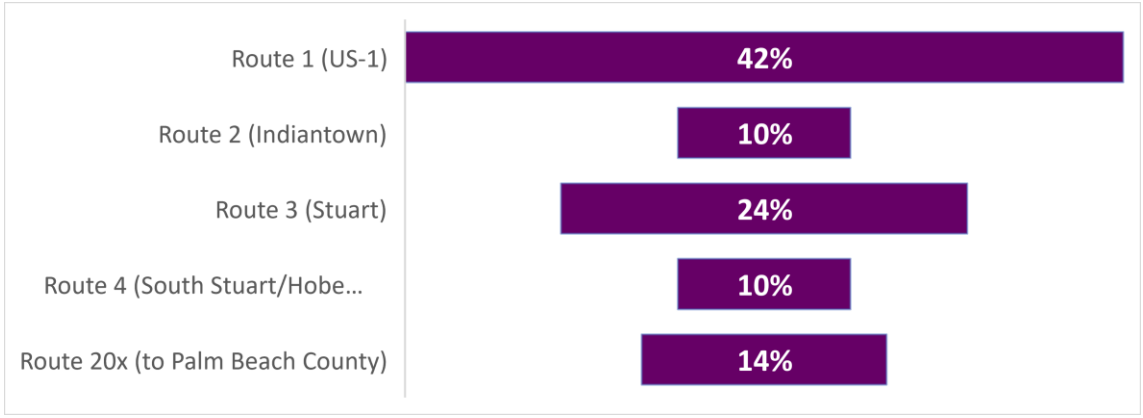
The second question was key for how the survey would evolve. Respondents who answered yes to this question, which represented 26% of the public, went on to respond to questions tailored specifically for users of the system, while the rest (74%) answered questions designed for non-users alone.



USER RESPONSES Users represented 189 respondents (26%) of the public surveyed.

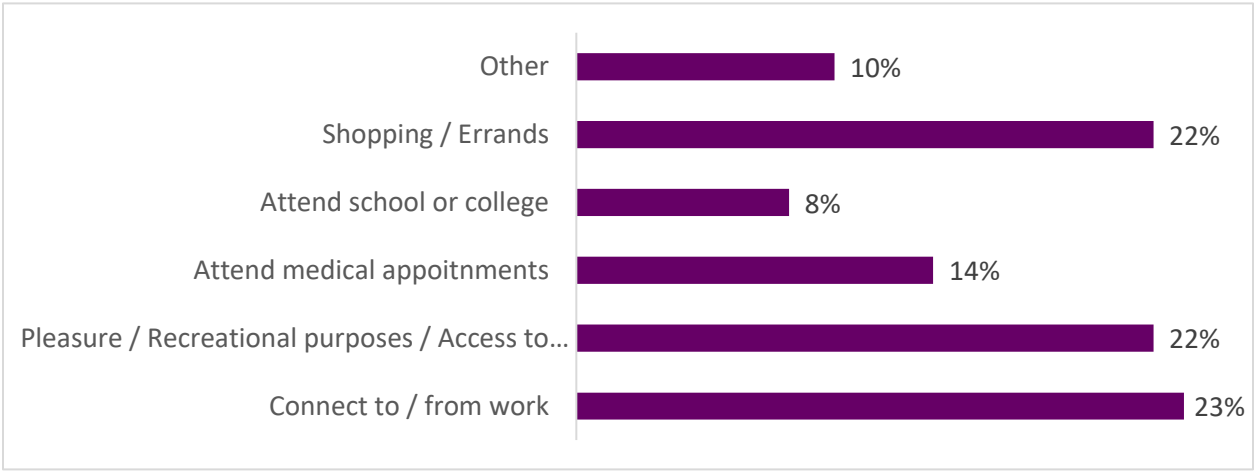
What route(s) do you use? (SELECT ALL THAT APPLY)

In accordance with the Boardings and Alightings data mentioned in **Table 9,** the most popular Route is Route 1, which represents 42% of the total ridership. Route 2 to Indiantown and the newly implemented Route 4 remain at the bottom, each representing 10% of ridership. Feedback from users included the expansion of routes to places like Jensen Beach and Palm City, and better regional connections. Adding more stops is a prevalent need, as 40% of users utilize the service to connect to work.

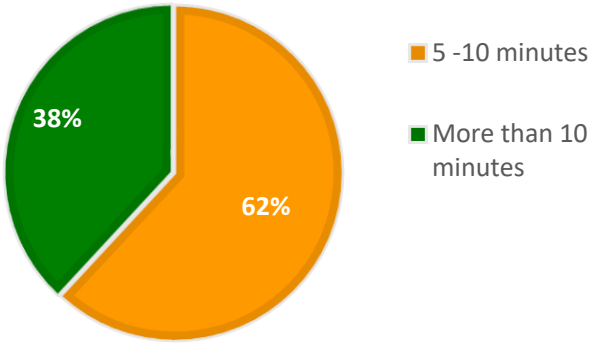


What is the reason you use Marty? (SELECT ALL THAT APPLY)

Users offered diverse feedback regarding the purposes of their trips when riding Marty. The majority of responses centered on connecting to work, pleasure or recreational outings, and shopping or running errands. Half of these respondents utilize the service more than three times per week, as per the results. A common theme among the feedback was the expressed need to expand routes and service to areas that are currently not covered.



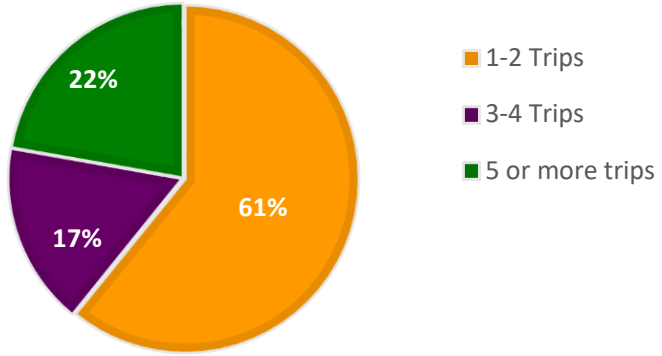
How long does it take you to get to the bus stop?



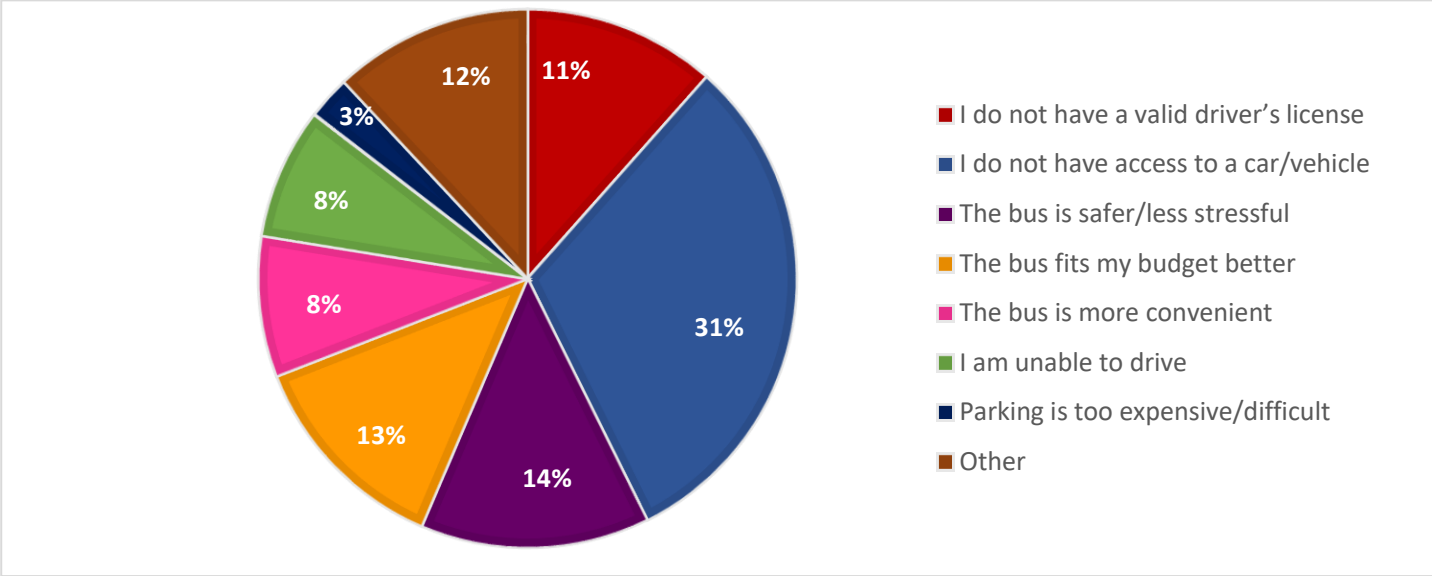
The majority of users live within a 5–10-minute walking distance from a bus stop, which aligns with the typical distance people are willing to walk to access transit. However, for 38% of users, reaching the bus stop takes more than ten minutes; furthermore, 64% of these respondents stated that they walk to the bus stop. When asked about service improvements to enhance the system, respondents frequently mentioned the need for weekend service, improved shelters at stops, and additional stops. Specific locations such as Monterey Road, Jensen Beach, Port Salerno, and Kanner Highway near the Cleveland Clinic were highlighted most frequently. It is worth noting that a desired amenity by these users would be real-time schedule information, which would help them to better schedule their departure.

Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?

With 61% of users taking the bus one to two times per week primarily for leisure or errands, it's evident that the service meets the needs of occasional riders. However, urban planning principles suggest that daily ridership is crucial for a robust transit system. Encouraging more frequent use involves understanding and addressing the reasons a significant portion of riders choose the bus: 31% do not have access to a car, and for others, the bus is budget-friendly (13%), safer / stress-reducing (14%) or more convenient option (8%). Enhancing the system's appeal could include improving service frequency, ensuring reliability, and expanding routes to essential services and employment hubs.

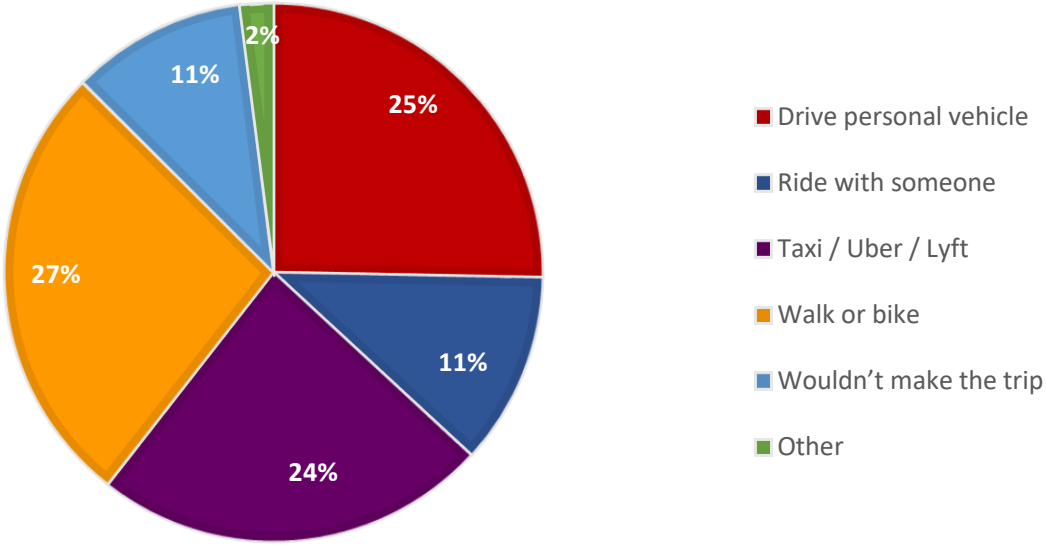


What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)



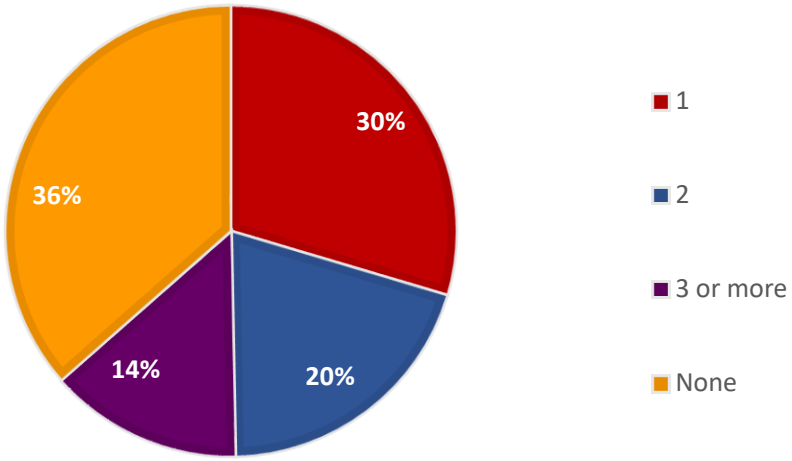
It's noteworthy to emphasize that the top three reasons cited in the results are the lack of access to a car, economic considerations, and a desire for reduced stress. However, convenience is only mentioned in 8% of responses, while 14% believe that public transit is a safer and less stressful mode of transportation. The most prevalent response, accounting for 31% of the total, is from users who don't have access to a car or vehicle. Of this group, 42% rely on Marty to commute to and from work, indicating daily usage. When asked about desired improvements, the primary feedback focused on enhancing the frequency of service on existing routes and implementing weekend service.

If the bus was not available, what other mode of transportation would you use?



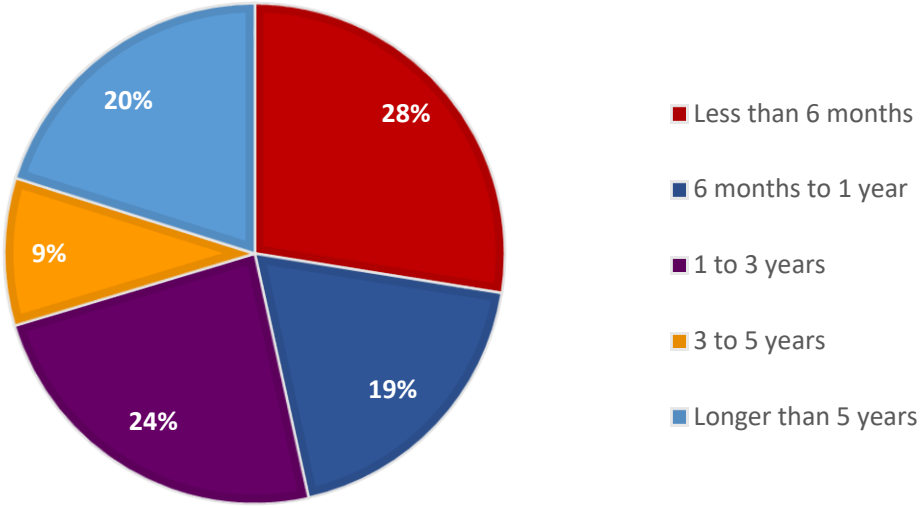
This question prompted a range of responses, with walking/biking, using Uber/taxi, and driving their own vehicles being the most common means mentioned. Notably, 38% of respondents reported needing more than ten minutes to reach the bus stop, with a significant majority opting to walk or bike to get there. It's worth noting that 11% of respondents stated they would not make the trip if the bus was unavailable. Further analysis of the survey results revealed that over half of these individuals do not have access to a vehicle or possess a valid driver's license.

How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only ONE)



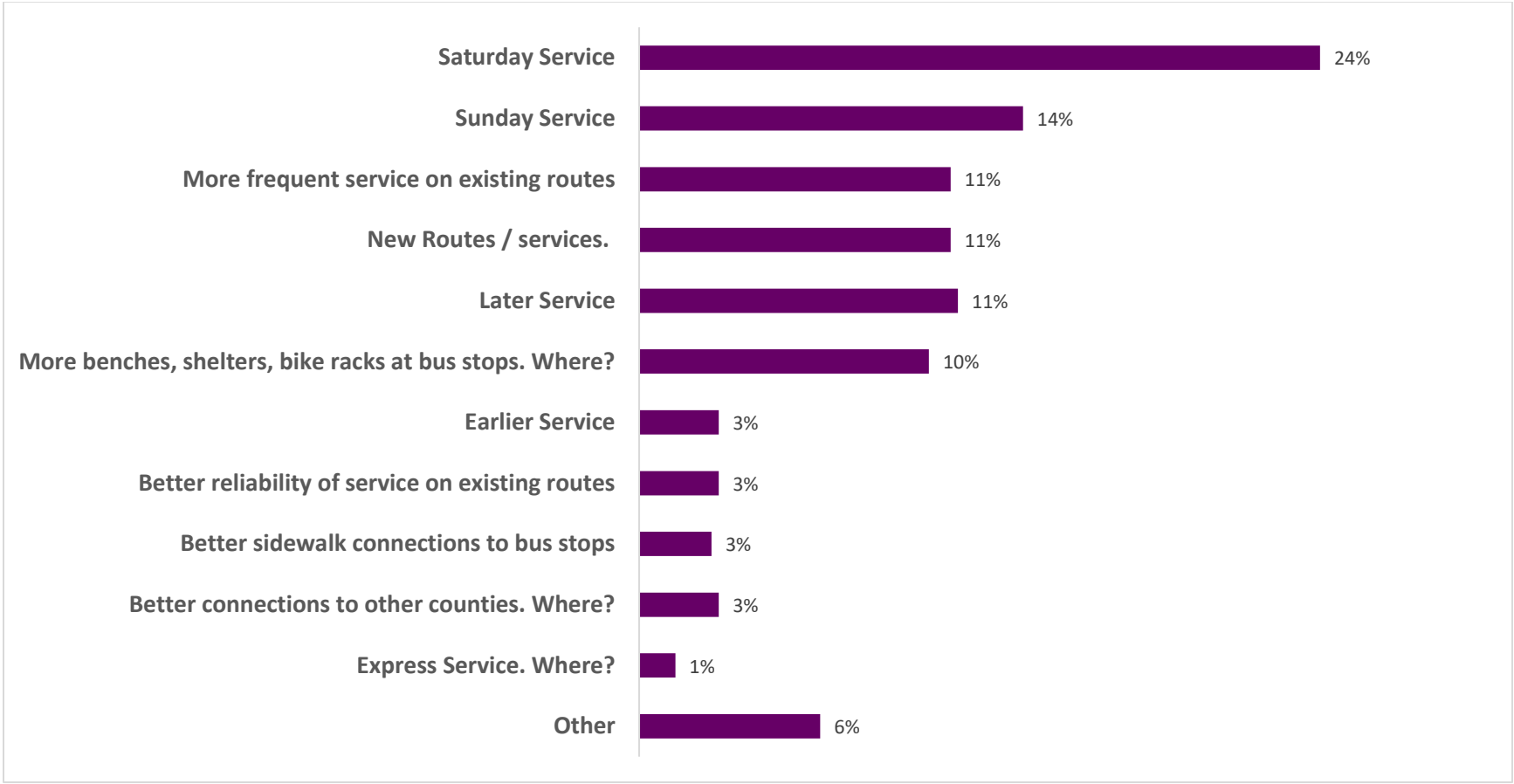
The vehicle ownership data presents an interesting dynamic: 30% of households have one vehicle while a similar percentage (36%) have none, indicating diverse transportation needs among Marty's potential user base. With the majority of respondents being employed (54%) and a significant portion retired (30%), Marty has the opportunity to tailor its services as a primary commuter option, potentially filling a vital gap for non-car owners and those seeking alternatives to driving. Factoring in the desires of the 54% employed and 8% student populations, Marty could focus on increasing route efficiency to workplaces and educational institutions, aligning schedules with shift patterns, and considering discounted fares for students and low-income riders.

- **How long have you been using the Marty bus service?**



The influx of new riders, with 28% having used Marty for less than six months, signifies the growth potential. The key to transforming these new riders into regulars may lie in their high satisfaction rates, with 63% rating their experience as 8-10 out of 10. This high approval rating is promising, yet the desire for real-time scheduling information (43%) and onboard Wi-Fi (32%) among new users points to specific service enhancements that could improve user satisfaction. By implementing these technological improvements and actively soliciting rider feedback on service enhancements, Marty can boost its user-friendliness and demonstrate responsiveness to rider needs, thereby fostering long-term rider retention.

What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)



The survey results indicate a strong demand for expanded service hours, with 24% expressing a desire for Saturday service and 14% for Sunday service. This suggests that extending operating hours to include weekends could significantly improve accessibility and convenience for Marty users; this response reaffirms the feedback provided in the question above on what is the primary reason you ride the bus. Additionally, 11% of respondents expressed interest in new routes or services, highlighting a need for increased coverage or alternative transportation options.

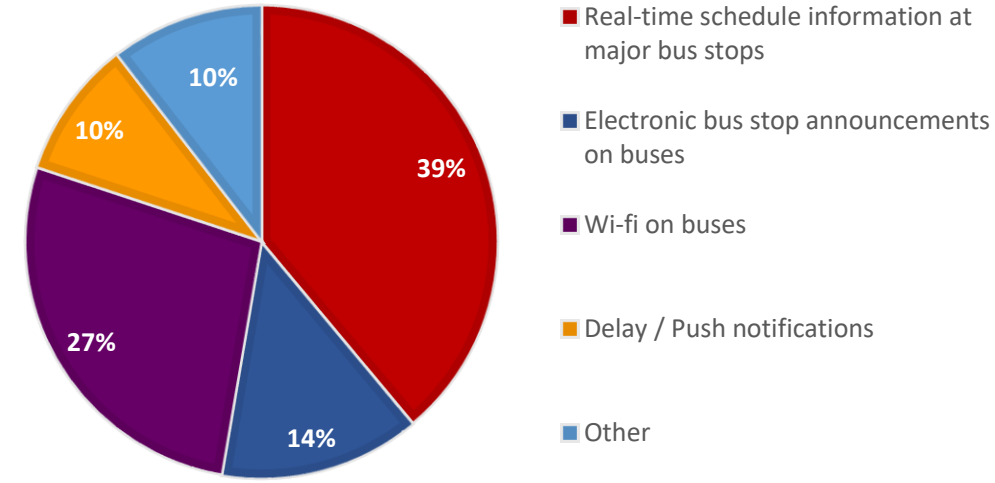
Enhancements to existing routes and services were also a common theme, with 11% seeking more frequent buses and 3% advocating for better reliability. Addressing these concerns could improve overall satisfaction and encourage more people to choose to ride Marty. Furthermore, there was a notable request (10%) for amenities such as benches, shelters, and bike racks at bus stops, indicating a desire for enhanced comfort and accessibility throughout the transit system.

Requests for express services and connections to neighboring counties emphasize the importance of considering regional connectivity and efficiency for future planning. Overall, prioritizing improvements in service hours, route expansion, reliability, and amenities could lead to a more robust and user-friendly Marty system.

If you selected new routes/services, express service, better connections to other counties, or more amenities. Please provide the location(s) where you would like to see these services or amenities:

Respondents particularly emphasized the importance of expanding service to Jensen Beach and Palm City, with each representing 13% of the desired service locations. The interest in Jensen Beach, known for its scenic beaches and vibrant community, suggests a strong demand for enhanced public transit options to facilitate greater access to its recreational and retail amenities, especially considering its popularity among tourists. In Palm City, where there is currently no route service, respondents expressed a clear need for efficient transit solutions in this rapidly growing area. Improved connectivity would benefit daily commuters and individuals reliant on public transportation for their everyday needs.

Another critical area highlighted is Stuart, including Stuart Beach, with almost 11% of respondents emphasizing the importance of better integrating this historic downtown and popular beach into the transit network. The desire for shaded shelters and seating at stops—equally receiving 10% of responses—underscores the community's expectations for a more comfortable and user-friendly waiting experience, taking into account the challenges posed by the local climate. These preferences emphasize the significance of thoughtful amenities and strategic route planning in developing a transit system that not only functions effectively but also reflect the community's values and enhances its overall character.



What TECHNOLOGY IMPROVEMENTS would make Marty better?

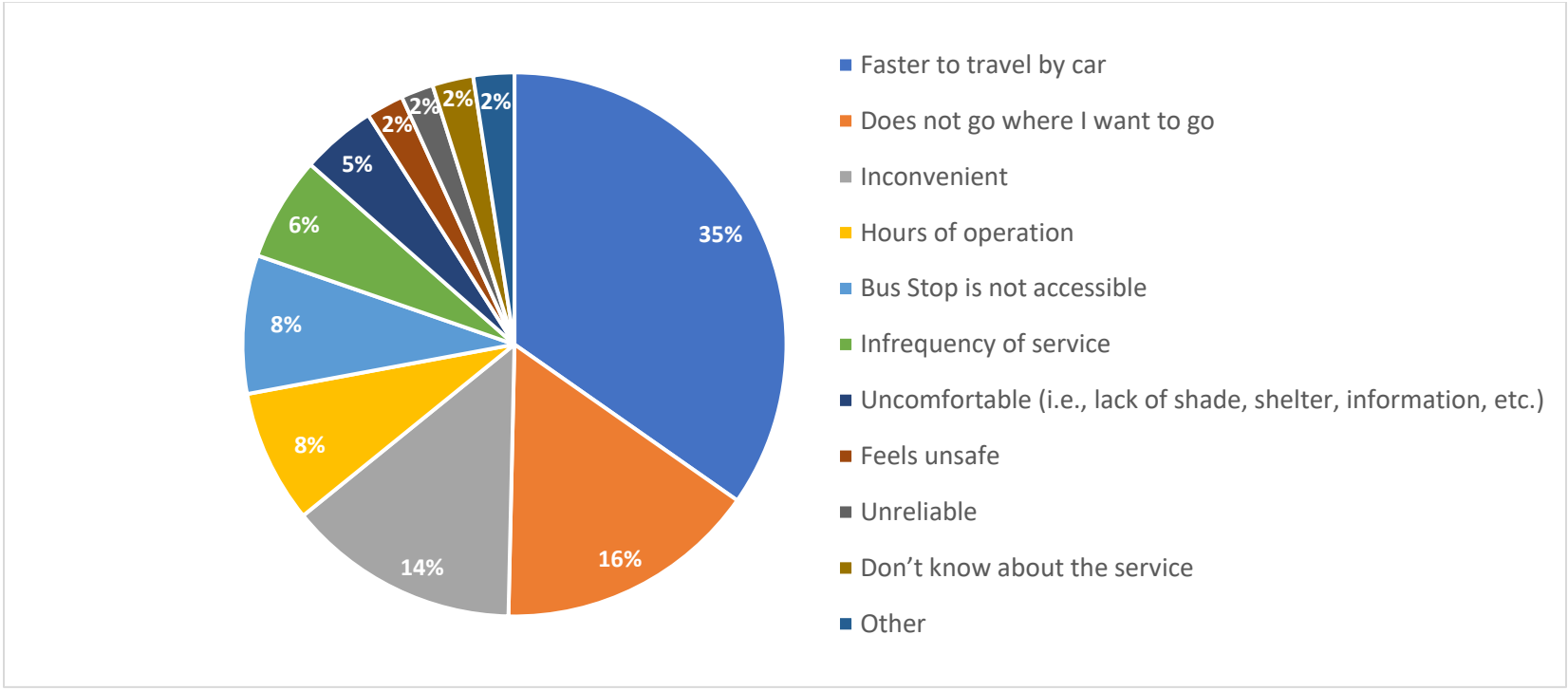
85% of Respondents who expressed the need to have real-time schedule information and Wi-Fi on buses own a smartphone with data, this represents the majority of users characterized in the survey.

NON-USERS RESPONSES

The survey gathered responses from a significant portion of non-users, comprising 74% of the total respondents. This broad participation was facilitated by the survey's availability not only at bus stops and onboard but also at open houses organized by the TDP team and various events attended by both Marty Transit and the MPO. This diverse distribution strategy ensured engagement with an audience beyond Marty's current user base.

The insights gathered from non-users are particularly valuable as they shed light on their perceptions of the transit system, reasons for non-utilization, and factors that could potentially motivate them to use it. In the following section, we present key highlights extracted from the responses provided by non-users

Why don't you use Marty?



The public responses on why they don't use Marty were varied, however, 35% of responses consider that traveling by car is faster over public transit, especially in avoiding traffic and adhering to strict schedules.

Other responses included having significant challenges in stop accessibility and amenities; 8% of respondents pointed out bus stops often fell outside a reasonable walking distance, while 5% noted a lack of essential facilities such as shelters and seating. Additionally, such problems as finding the service inconvenient (14%), narrow hours of operation (8%), and insufficient coverage (16%) emphasize the need for Marty to evolve into a more responsive and comprehensive transportation solution, with expanded operational hours and frequency also highlighted as areas for improvement.

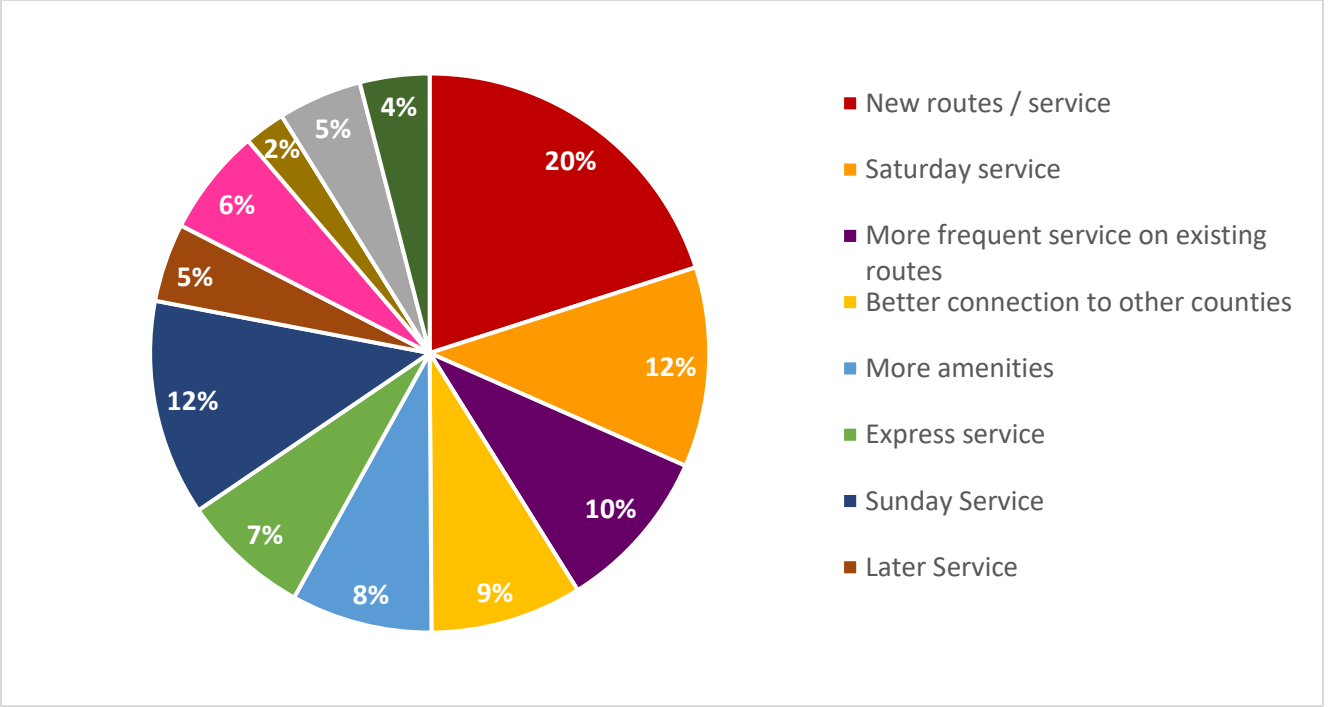
Where would you like to see service provided?

Feedback on desired service locations underscored a strong demand for enhanced access and connectivity. Palm City emerged as a crucial focal point, with 8.5% of respondents calling for expanding services to this community hub, reflecting its significance for daily commuters and residents. Other areas such as Jensen Beach, Downtown Stuart, and local beaches were featured prominently, revealing a community interest in transit options catering to essential travel and leisure activities.

This feedback section interestingly included a call from 4.4% of participants to reconsider or scale down Marty services. This presentation presented a nuanced view of the system's current efficacy and suggested a critical examination of resource allocation to best meet community needs.

What would encourage you to use Marty? (PLEASE SELECT THREE)

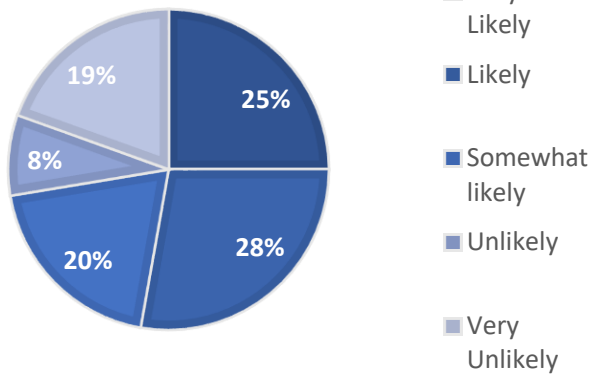
Participants were requested to prioritize up to three improvements that would encourage them to use Marty. The creation of new routes was the standout selection, with 20% signaling a critical need for broader service areas, in addition to a pressing need to expand service to the weekend, representing 24%. This desire for new routes emphasizes a significant opportunity for Marty to capture unmet transportation needs and significantly bolster its network's relevance and utility.



Other key motivators included increased service frequency and improved inter-county connectivity, suggesting a community aspiration for a transit system that offers reduced wait times and broader regional access. The demand for better amenities, express services, and extended operating hours further articulates a vision for a more accessible, comfortable, and user-friendly public transit experience.

Respondents who selected new routes/services, express service, better connections to other counties, or more amenities were asked to provide locations where they would like to see these services or amenities. This elicited a variety of responses. Notably, 17% of respondents expressed a desire for better connections to other counties, specifically mentioning Palm Beach, Port St. Lucie, and Fort Pierce, along with critical facilities such as airports and Brightline or Tri-Rail stations. This feedback emphasizes the urgent need for regional connectivity to major transit infrastructure, which could significantly enhance Martin County's role as a vital transportation hub in the region.

Requests for expanding services to other locations were also prominent. Downtown Stuart emerged as a central point, with 8% of responses highlighting its importance as a transit nexus. Establishing robust transit links here would not only improve accessibility for daily commuters but also foster local economic growth by efficiently connecting people to this vibrant urban core. The desire for connectivity to Palm City, representing 8.5% of responses, further emphasizes the necessity for service expansion in this area. Other areas of interest included the Kane Center, Jensen Beach, stops along Kanner Highway, and improved connections to shopping centers, schools, churches, and medical facilities.



Would you support additional local funding for the transit enhancements you selected in the previous question

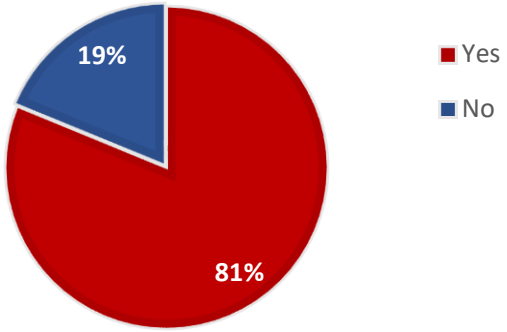
Responses indicating support for additional local funding for the transit system make up 53% of the submissions from non-users. However, there is a notable segment of the public, comprising 27%, who would not advocate allocating resources to the system. This question serves as a crucial gauge of the overall sentiment toward investing in public transit and plays a pivotal role in shaping the system's future expansion goals, which necessitate local funding.

Of those respondents who oppose funding, 35% express the belief that the system should be discontinued, advocating against further resource allocation. One

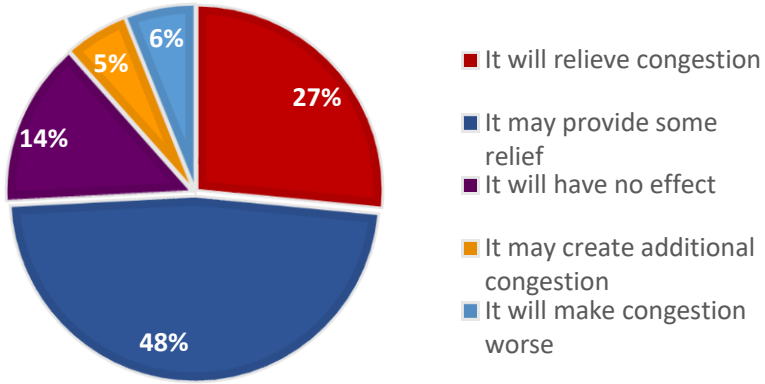
prevailing feedback theme is the perception that buses frequently run empty, rendering the system costly with low ridership. Despite this stance, 26% of these respondents offer innovative ideas and suggestions for enhancing the much-needed system.

Is Traffic Congestion an issue in Martin County?

81% of non-users believe that traffic congestion is an issue in Martin County, from which 77% believe that riding public transit will relieve or provide some relief to this issue, and 74% would support additional local funding for transit enhancements.



Do you think riding Public Transit relieves traffic congestion?



Although respondents to this question are non-users, it does show that the majority of the public (75%) believes that public transit relieves congestion, as it avoids people having to use their private vehicles for day-to-day activities. Nonetheless, there is an 11% of respondents that believe it will make traffic congestion worse.

Summary of the Online Survey Responses

This section presents a range of suggestions, comments, and ideas for enhancing the transit system. Among the feedback received, 27% of respondents offered ideas to improve the service, including extending operating hours, expanding routes, upgrading infrastructure, and focusing on increasing public awareness of Marty. Some respondents expressed unawareness of Marty, highlighting the need for new and appealing marketing strategies to attract riders. Additionally, there were calls for innovative

solutions such as on-demand services and partnerships with providers like Uber. Negative feedback, comprising comments such as "is a waste of money" or "discontinue this service," was present but represented only 5.3% of the feedback. Moreover, 8% of respondents commended the system for its provision of services to underserved communities and the senior population.

While 30% of responses were equivalent to no comment or N/A, the overall sentiment suggests that the system is essential. However, there is room for improvement to increase ridership and provide a more convenient and accessible service to users. This diverse range of responses provides valuable feedback for Marty, highlighting areas for enhancement to ensure the continued success of the system.

4.6 Elected Official Interviews

The team convened with eight Elected Officials individually to gather feedback on the TDP process and approach, aiming to comprehend their stance on transit and their vision for the future of Marty. The team's approach to focus on ridership and cost per rider was well received. Each official received the project flyer and the QR code for the survey, to be distributed among their constituents.

Generally, officials expressed support for the transit system but also recognized the need to increase ridership, reduce cost per rider, and to enhance its accessibility and service for the community. Suggestions included improved marketing and branding, a simplified payment system, and broad communication of route information throughout the community. These measures would ease cultural resistance toward using public transit in Martin County in some areas of the county and increase overall knowledge of the system. There was a common theme in support of reducing cost through the use of TNC's and to reduce cost per rider.

Section 5. Transit Demand Assessment

5.1 National, State and Marty Ridership Trend Analysis

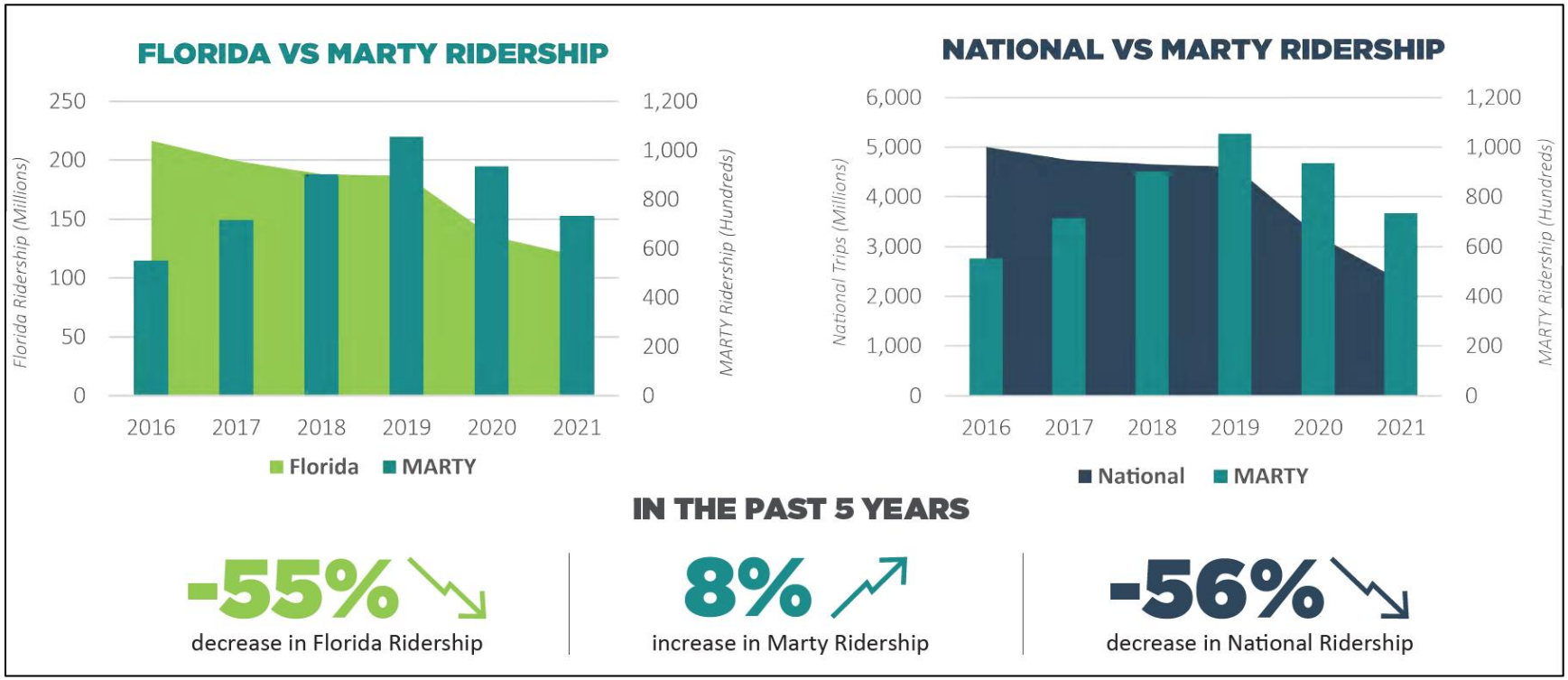
A review of Marty's operating statistics was conducted to assess how efficiently and effectively Marty provides transit service using validated 2017-2021 National Transit Database (NTD) data. General metrics such as passenger trips, vehicle miles, revenue hours, and total maintenance show improving trends over those five years. The results of the review indicates that Marty experienced an 8% increase in ridership (inclusive of the Covid impacts), while transit agencies nationwide, including Florida, experienced an overall decline of 55% and 56%, as shown in **Figure 30**. The Martin County Public Transportation system should be recognized for countering these national and state trends.

There are no certain conclusions as to why Marty trends were outperforming national and statewide statistics. For the most part the system service was fairly consistent through this period. A new Route 4 was added in 2020, however, the ridership was very low in 2020 with some growth in 2021 and a new Route 30X was implemented and discontinued shortly after implementation as service was very, very low. These new services would not account for the disparity in Marty showing such positive growth. It should also be noted that Martin County did not shut down public transportation service during Covid and ridership did go down in 2020 and 2021 but not at the steep decline as the overall industry.

The discussion should perhaps be more about what was happening at the national and state level. Overall transit ridership in the United States and Florida experienced a peak in 2014 and had been declining through 2019 and dropped dramatically during the Covid impacted years. Putting the Covid years aside, transit services were already in a slow and steady decline. There has been a lot of discussion and some research and data that identified factors that were, and perhaps are and will be, impacting transit ridership that need to considered in the future and as part of this TDP. Some of these include:

- Economic Factors – The country was rebounding from the impacts of the great recession and Improvements in the economy, particularly lower unemployment rates and increased disposable income, have led more people to opt for personal vehicles rather than public transit.
- Low Gas Prices – Low gasoline prices can make driving more affordable and attractive compared to taking public transit, especially for longer commutes.

Figure 30: National and Florida NTD Ridership Trends in Comparison to Marty Ridership



*National includes all agencies reported in FTIS – Directly Operated and Purchased Transportation, Fixed-Route Total (all except DR)

- Ride-Sharing Services - The rise of ride-sharing services and companies such as Uber, Lyft, and Via provided a new and convenient alternative to public transit, particularly for short trips or in areas with limited transit coverage.

- Urban Sprawl - Many American cities have experienced urban sprawl, where development spreads out over large areas, making public transit less efficient and attractive compared to driving, especially in suburban areas where transit infrastructure may be limited.
- Infrastructure Issues – Aging transit infrastructure, delays, and maintenance problems in some transit systems have led to decreased reliability and satisfaction among riders, prompting them to seek alternative transportation options.
- Telecommuting - The increasing availability and acceptance of telecommuting options have allowed some people to work from home, reducing the need for daily commutes altogether. Although the impact of telecommuting prior to Covid was low, since Covid, telecommuting has been a big factor in reducing the traditional daily commute.
- Changing Demographics - Shifts in demographics, including an aging population and changing preferences among younger generations who may be more inclined towards flexible transportation options, have contributed to the decline in transit ridership.
- Lack of Investment - Insufficient investment in public transit infrastructure and services, including funding cuts at the federal, state, and local levels, have led to service reductions, fare increases, and deteriorating quality, further discouraging ridership.

These factors, among others, have collectively contributed to the decline in transit ridership in the United States since its peak in 2014. Addressing these challenges will require flexible and scalable strategies aimed at improving the attractiveness, accessibility, and efficiency of public transit systems in Martin County and across the country.

Note that **Figure 30** information was from the most recent NTD information and, at the time of the development of this TDP, was through the year 2021. Data through 2023 was available from the Marty system and is shown on **Figure 31**. The data shows that Marty is rebounding well after Covid with a 27% increase from 2021 to 2022 and a 16% increase to 2023. Note that the 2023 ridership now exceeds the 2019 ridership.

Figure 31: Marty Ridership 2018 to 2023

FY18		FY19		FY20		FY21		FY22		FY23	
Fixed route	83,467	Fixed route	101,698	Fixed route	90,040	Fixed route	70,247	Fixed route	88,904	Fixed route	103,642
Demand Response	6,821	Demand Response	3,798	Demand Response	3,522	Demand Response	3,186	Demand Response	3,765	Demand Response	4,101
Total Trips	**90,288**	**Total Trips**	**105,496**	**Total Trips**	**93,562**	**Total Trips**	**73,433**	**Total Trips**	**92,669**	**Total Trips**	**107,743**

+27% FY 21 to FY 22 +16% FY 22 to FY 23

5.2 Marty Fixed Route Operating Statistics and Trend Analysis

Effectiveness measures for service supply and quality of service were extracted from the NTD for Marty. An analysis shows improvements for the General Indicators metrics, while Service Consumption and Cost Efficiency metrics had mixed results. Concerning efficiency measures, all cost efficiency indicators show decreased efficiency due to rising operating expenses, a trend that transit agencies experienced nationwide. Measures concerning vehicle utilization and energy utilization did indicate improvements. The results of the trend analysis for Marty's fixed route system are provided in **Table 6.**

Table 6: Marty Fixed-Route Trend Analysis, 2017-2021

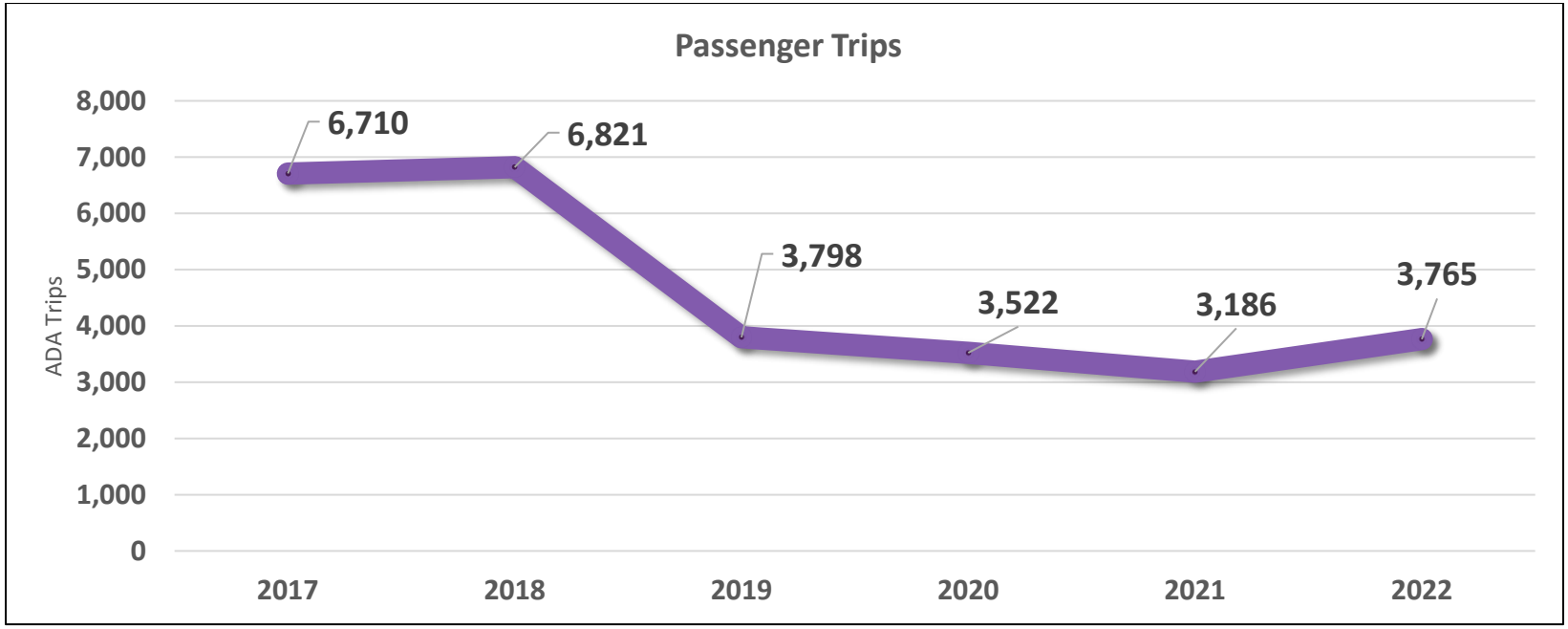
Performance Measure	2017	2018	2019	2020	2021	% Change 2021 - 2016	Trend
General Indicators							
Passenger Trips	64,883	83,467	101,698	90,040	70,247	8.3%	Improving
Passenger Miles	570,375	648,671	845,286	694,277	536,619	-5.9%	No upward tendency
Vehicle Miles	389,118	510,854	574,574	618,906	627,605	61.3%	Improving
Revenue Miles	376,516	494,181	556,612	604,330	609,205	61.8%	Improving
Vehicle Hours	20,307	25,968	28,667	30,194	31,048	52.9%	Improving
Revenue Hours	19,822	25,479	27,782	29,389	30,175	52.2%	Improving
Route Miles	139	145	201	164	164	18.4%	Improving
Total Operating Expense	$1,189,595	$1,518,803	$1,796,708	$2,145,181	$2,625,337	120.7%	No upward tendency
Total Maintenance Expense	$297,554	$312,837	$353,001	$573,543	$260,357	-12.5%	Improving
Passenger Fare Revenues	$56,714	$82,657	$106,515	$55,319	$87,626	54.5%	Improving
Vehicles Available for Maximum Service	11	13	15	17	13	18.2%	Improving
Vehicles Operated in Maximum Service	7	8	9	12	9	28.6%	Improving
Total Gallons Consumed	67,835	78,000	87,747	96,159	105,662	55.8%	No upward tendency
Effectiveness Measures							
Service Supply							
Revenue Miles Per Capita	2.50	3.28	3.51	3.81	3.84	53.9%	Improving
Vehicle Miles Per Capita	2.58	3.39	3.62	3.90	3.96	53.4%	Improving
Service Consumption							
Passenger Trips Per Capita	0.43	0.55	0.64	0.57	0.44	3.0%	Improving

Performance Measure	2017	2018	2019	2020	2021	% Change 2021 - 2016	Trend
Passenger Trips Per Revenue Mile	0.17	0.17	0.18	0.15	0.12	-33.1%	No upward tendency
Passenger Trips Per Revenue Hour	3.27	3.28	3.66	3.06	2.33	-28.9%	No upward tendency
Quality of Service							
Revenue Miles Between Failures	25,101	38,014	42,816	54,939	76,151	203.4%	Improving
Efficiency Measures							
Cost Efficiency							
Operating Expense Per Capita	$7.88	$10.07	$11.33	$13.53	$16.55	109.9%	No upward tendency
Operating Expense Per Passenger Trip	$18.33	$18.20	$17.67	$23.82	$37.37	103.8%	No upward tendency
Operating Expense Per Revenue Mile	$3.16	$3.07	$3.23	$3.55	$4.31	36.4%	No upward tendency
Operating Expense Per Revenue Hour	$60.01	$59.61	$64.67	$72.99	$87.00	45.0%	No upward tendency
Operating Ratios							
Farebox Recovery (%)	4.77	5.44	5.93	2.58	3.34	-30.0%	No upward tendency
Vehicle Utilization							
Revenue Miles Per Vehicle Mile	0.968	0.967	0.969	0.976	0.971	0.3%	Slightly Improving
Revenue Miles Per Total Vehicle	34,229	38,014	37,107	35,549	46,862	36.9%	Improving
Revenue Hours Per Total Vehicle	1,802	1,960	1,852	1,729	2,321	28.8%	Improving
Energy Utilization							
Vehicle Miles Per Gallon	5.74	6.55	6.55	6.44	5.94	3.5%	Improving
Fare							
Average Fare	$0.87	$0.99	$1.05	$0.61	$1.25	42.7%	N/A

5.3 ADA Paratransit Trends

As previously mentioned, Marty offers ADA-eligible complementary paratransit service through Marty Access, which is a shared ride, door-to-door trip provided to ADA qualifying individuals whose origin and destination fall within ¾ of a mile of a scheduled fixed-route service. This service operates similar to the fixed route service - Monday through Friday, 6:00 am to 8:00 pm and there is no limit to number of trips. **Figure 32** shows that Marty Access ridership has declined 52.3% from 2017 to 2021, with the most significant drop occurring between Years 2018 and 2019 where ridership dropped 44% in one year.

Figure 32: Marty ADA Annual Ridership



The Project Team discussed the history of the service and what may have caused such a significant drop. The research shows that prior to 2019 Marty was providing trips outside the ADA service area that were reimbursable if/when capacity allowed. The provision did not guarantee trips; however, Marty ADA clients were fortunate at that time to have received some trips and were also a TD client

as well. In 2018 capacity peaked and Marty reassessed that policy in order to meet the needs of the paratransit clients within the ¾ mile service area which is probably the root cause of the drop in 2019.

Table 7 lists the general indicators for Marty's ADA paratransit service. All of the metrics show a negative trend which is consistent with lower after 2019 utilization. However operating cost did go up 9.1% which may not be consistent with such a decline in ridership.

Table 7: Marty ADA Service Trend Analysis, 2017-2021

GENERAL INDICATORS	2017	2018	2019	2020	2021	% Change
Passenger Trips	6,710	6,821	3,798	3,522	3,186	-52.5%
Vehicle Miles	83,685	81,689	40,767	31,076	24,990	-70.1%
Revenue Miles	73,440	73,005	36,197	27,065	21,543	-70.7%
Vehicle Hours	4,925	5,422	2,855	2,765	2,612	-47.0%
Revenue Hours	4,361	4,788	2,533	2,429	2,378	-45.5%
Total Operating Expense	$356,389	$374,863	$300,974	$275,767	$388,811	9.1%
Total Maintenance Expense	$72,751	$57,845	$37,615	$51,027	$10,795	-85.2%
Passenger Fare Revenues	$19,818	$20,259	$11,388	$6,108	$9,099	-54.1%
Vehicles Available for Maximum Service	6	6	6	5	5	-16.7%
Vehicles Operated in Maximum Service	4	4	3	2	2	-50.0%
Spare Ratio (%)	50.00	50.00	100.00	150.00	150.00	200.0%
Total Gallons Consumed	9,982	10,230	6,210	6,261	4,961	-50.3%

Source: NTD

5.4 Ride United

In addition to the traditional paratransit and TD programs provided in Matin County, a new opportunity has arisen through a grant from Lyft awarded to the United Way of Martin County. The grant funds a program called Ride United which offers free, scheduled, round-trip, LYFT rides to connect Martin County residents to education, employment, health care and other critical services. Those in

need of transportation assistance can reach out to a very long list of participating agencies to determine eligibility and schedule a ride. This free service is available to Martin County residents or clients of a participating agency who need transportation for any of the following areas:

- Health appointments
- Employment opportunities
- Procurement of food
- Educational
- Legal
- Housing
- Economic stability

United Way of Martin County

Client must be a Martin County resident and 18 years of age or accompanied by an adult. Ride scheduling is available during operating business hours (Monday-Friday from 8 am- 4:30 pm). Weekend and evening rides are available upon pre-scheduled request. The system started with a small grant and is growing quickly in popularity providing up to 1,300 trips per year.

5.5 Peer System Analysis

The peer review analysis includes the evaluation and assessment of transit agencies in comparison to their peers. It aims to recognize strengths and weaknesses, uncover best practices, and uphold quality and effectiveness. This analysis is pivotal in facilitating a more thorough examination of alternatives for the plan, leading to comprehensive insights and solutions that may have otherwise been overlooked. Understanding the experiences of other transit agencies within the region and across the country fosters a culture of continuous improvement within the transit industry, ensuring it remains adaptable to evolving needs and technologies.

5.5.1 Methodology

A pre-selection process of peer transit systems was developed to examine county transit systems in Florida and Southern States nationwide that are similar in climate, age of infrastructure, growth, transit system operations, population size and per capita income. Using these criteria, the team proceeded to assess the transit systems of eight states including Florida using the 2021 Florida Transit Information System (FTIS) data.

The initial States assessed were the following:

- Arizona
- California
- Florida
- Georgia
- North Carolina
- South Carolina
- Texas
- Utah

Fifteen similar and aspirational transit systems were identified utilizing the following parameters:

- **Population:** U.S. Census Bureau, 2020 Census of Population and Housing. The resident population of a specific geographic location includes all people living in that location at the time of the census. The 2020 Census resident population also includes military and civilian employees of the U.S. government who are deployed outside the United States.
- **Per Capita Income:** U.S. Census Bureau, American Community Survey (ACS) 5-Year Estimates. Per capita income is the mean income computed for every man, woman, and child in a particular group including those living in group quarters.
- **Transit System Services:** The type of transit describes the types of systems available in each County, which are defined as Commuter Bus (CB), Fixed Route Motorbus (MB), and paratransit defined as Demand Response (DR).
- **Average Speed:** Average speed of vehicles in revenue service operation calculated by dividing total revenue miles by total revenue hours.
- **Passenger Trips:** Annual number of passengers boardings onto transit vehicles. A trip is counted each time a passenger boards a transit vehicle.
- **Revenue Miles:** number of annual miles of vehicle operation while in active service (available to pick up revenue passengers).
- **Service Area population:** the population in the service area as defined in the ADA Act within ¾ miles of a bus stop.
- **Service Area Size (square miles):** The size of the area as defined in the ADA Act.
- **Service Area Population Density:** Total population per square mile of service area.
- **Total operating expense:** Reported total spending on operations, including administration, maintenance, and operation of service vehicles.

- **Vehicles Operated for Maximum Service:** number of vehicles available for use by the transit agency to meet the annual maximum requirement. Vehicles available for maximum service include spares, out of service vehicles. And vehicles in or awaiting service. But exclude vehicles awaiting sale and emergency contingency vehicles.
- **Revenue hours:** total hours of operation by revenue service vehicles in active revenue service.

The Project Team presented to the Martin MPO and Marty staff for review and discussion and subsequently discussed at the Project Review Committee (PRC). As part of the selection process aspirational and regional considerations were discussed and five transit systems were eventually selected, four are counties in the State of Florida and one in California. The final list is as follows:

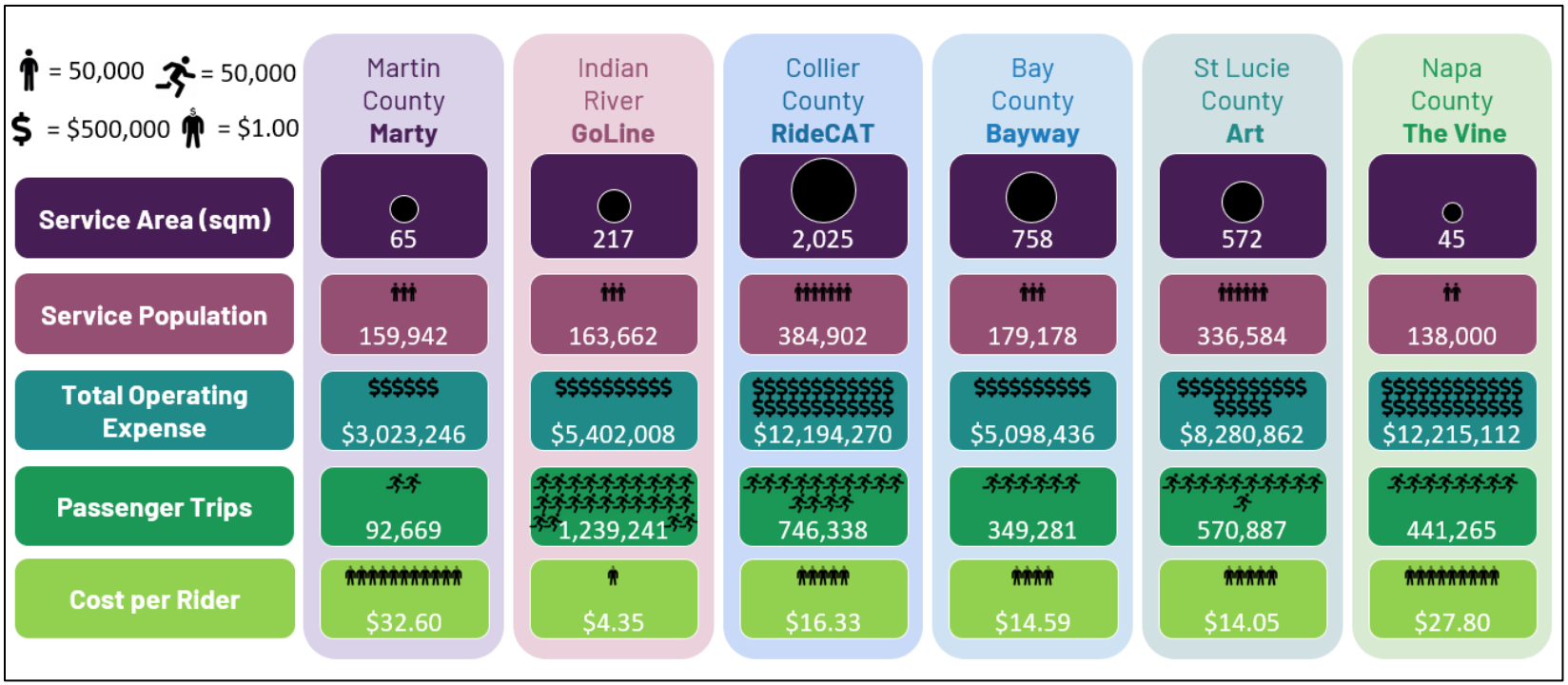
- Indian River, FL – GoLine
- Collier County, FL – RideCAT
- Bay County, FL – Bayway
- St. Lucie County, FL – Area Regional Transit
- Napa County, CA – The Vine

The original matrix of the fifteen agencies is provided in Appendix E.

5.5.2 Peer Review Analysis

Table 8 provides an overview of Marty's performance metrics in comparison with the selected peer systems using data from the FTIS. In general, Marty is significantly below the peer results for passenger trips, service area and operating expense suggesting that Marty operates a smaller system than most peers.

Table 8: Marty Peer Review Analysis



While presenting the comparative metrics to the MPO Advisory Committees and MPO Policy Board the low ridership and cost per rider metrics became a central concern of the stakeholders and elected officials. There has been significant interest in why the Indian River GoLine system, which is located in the same region as Martin County and is referred to as a "Sister County", performs better. The Project Team collaborated in response to elected officials' questions about the GoLine system and came up with a number reasons/differentiators on why there is such a significant difference between the Martin County and Indian River transit systems as follows:

- Accessibility to the service is far greater in Indian River County where 92% of residents live within ¾ mile of a GoLine bus stop, while only 58% of Martin County residents are within ¾ miles of a Marty Bus Stop.
- The GoLine service has fifteen routes all operating on a one-hour headway. The system is very easy to understand as schedules identify timed stops on the hour (e.g. 8:00, 9:00, 10:00) mostly at transfer hubs. The Marty system has five routes, some with better headways than GoLine, however the headways are awkward, where they are on 35-, 40-, 60- and 90-minute schedules which means every hour the time of arrival is different and transfers are not synchronized.
- The Marty system has significantly longer spaces between bus stops where, even on the trunk line Route 1, stops can be more than 2 miles apart.
- GoLine is a Free Fare system and this may lead to additional riders. For example, FDOT shared with the Team that when St. Lucie ART system went Fare Free their ridership almost doubled.
- Goline provides Saturday service on most routes while Marty is limited to weekdays only on all routes.
- GoLine has implemented a system of identifiable transit hubs including a Centralized Terminal Hub which provides a higher level of visibility in the community and a better understanding of the GoLine system. Marty has several transfer stops but does not have any infrastructure of a visible transit hub.
- It has been observed that the GoLine system is very well marketed in the community including a recent YouTube promotion on how to use the system.
- In Martin County the fixed bus route/paratransit system is operated separately from the transportation disadvantaged programs while the GoLine system operates the fixed bus routes, paratransit and transportation disadvantaged programs. This may lead to a better understanding of the overall public transportation system.
- Indian River County has a more robust grid street network which allows for more efficient penetration into the community. Martin County has a less robust network with compartmentalized residential communities and is also challenged by physical barriers presented by the St. Lucie River and waterways.

5.6 Ten Year Transit Ridership Demand Projections

Transit ridership demand projections for Marty's existing transit network were estimated using Transit Boardings and Estimation Tool (TBEST), the FDOT-recommended and approved ridership estimation software for TDPs. This tool is able to gauge route-level and systemwide demand for existing system and proposed networks.

Additionally, TBEST accounts for the following at the stop level:

- demographic data (2021 ACS 5-Year Estimates)
- socioeconomic data (2020 InfoUSA, 2020 Block-Level LEHD)
- socioeconomic growth (TCRPM 2045 Forecast)
- existing land use (2022 FDOR)
- transit network connectivity (transfer stations)
- temporal accessibility (transit travel times)
- route span and frequency
- peak periods
- route competition and complementarity
- special transit generators (shopping malls, hospitals, transfer stations, and universities)

Ten-year ridership projections are a requirement for TDP major updates

FDOT's guidance for forecasting ridership includes the following:

"An estimation of the community's demand for transit service using the planning tools provided by the Department, or a department-approved transit demand estimation technique with supporting demographic, land use, transportation, and transit data. The result of the transit demand estimation process shall be a ten-year annual projection of transit ridership."

The model may overestimate demand in some cases as it cannot consider other factors that impact transit ridership such as travel speeds compared to other modes, congestion, roadway connectivity, walkability, parking supply, real-time economic conditions, fuel prices, and marketing. An analysis was performed to estimate Ten Year demand for the existing service. Note that the ridership levels used to validate the model were based on February 2020, but were not adjusted to consider seasonal fluctuations in ridership levels and Average weekday ridership from May 2023 to July 2023 obtained from Marty were used to calibrate the model.

Table 9 shows the projected ridership for 2025 and 2034 at the route and system level. Overall ridership is estimated to increase by 13%, with the highest increases in ridership occurring on Routes 1, 2, and 20X. This analysis shows that the Marty system is extremely limited as it can only produce an additional 1.3% per year without any improvement.

Table 9: Annualized Ten Year Ridership Estimates

Route	2025 Boardings	2034 Boardings	Additional Boardings	Percent Change
Route 1	56,975	65,275	8,300	14.6%
Route 2	14,143	15,942	1,799	12.7%
Route 3	18,555	20,475	1,920	10.3%
Route 4	5,393	5,685	292	5.4%
Route 20X	11,367	12,884	1,517	13.3%
Total	106,433	120,261	13,828	13.0%

TBEST is an effective tool to compare ridership productivity in various scenarios, as such, it will be used in estimating ridership to evaluate alternative scenarios later in this TDP. To gain an understanding of the existing demand for transit in Martin County, a review of the mobility needs and transit demand was conducted by using a combination of quantitative and qualitative data, including the following:

- Review of areas with a high proportion of transit-dependent characteristics such as zero-vehicle households, households living in poverty, disabled populations, and older adults.
- Plans review including the 2045 LRTP, prior TDP, and the Martin County Innovation Hub Recommendations Report, among others.
- Results from public outreach conducted as a part of the TES and this TDP.
- Person trips hotspot analysis

5.7 Hotspot of Person Trips Analysis

Identification of areas with high person-trip activity assists in determining which areas and corridors have more potential to support transit services due to the higher presence of activity. Person trips represent the number of trips, including automobile and alternative modes like walking, generated by persons on a given parcel on a typical weekday. Person trip rates a land-use-based analysis that considers the following variables:

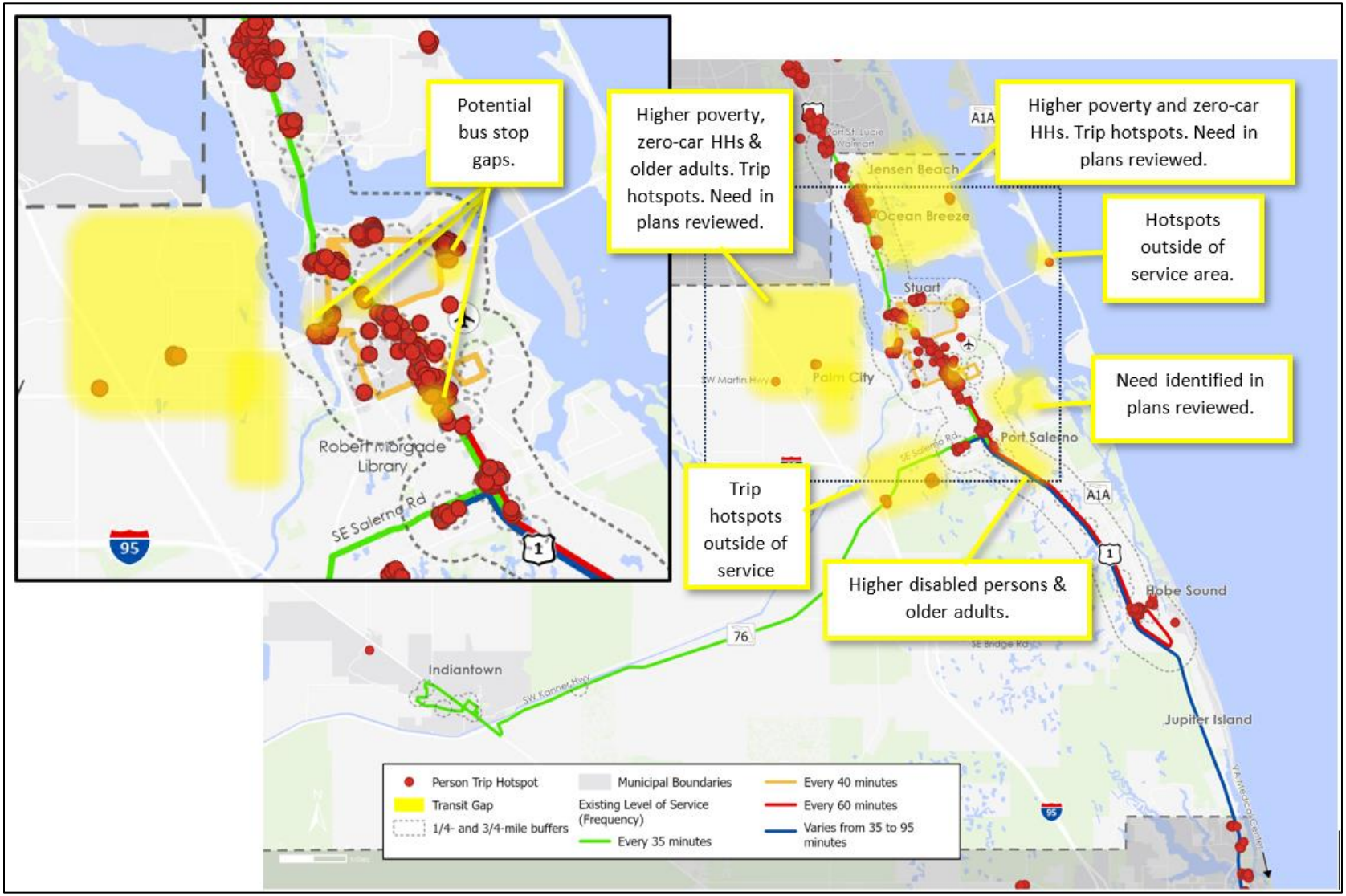
- Parcel data (dwelling units and living square footage) and their corresponding land-use categories developed from the 2022 Florida Department of Revenue (FDOR) land-use classifications.
- Vehicle trip ends by land use code from the ITE Trip Generation Manual 10th Edition.
- National Highway Traffic Safety Administration (NHTSA) vehicle occupancy rates to convert vehicle trips to personal trips

The resulting output of the person-trip analysis was further analyzed using the ArcGIS Pro Optimized Hot Spot Analysis. The Optimized Hot Spot Analysis creates a map of statistically significant hot spots using the Getis-Ord Gi statistic to identify significant spatial clusters of high person-trip values with a 99% confidence level.

5.8 Transit Service Gaps

Figure 33 illustrates the hotspots of weekday person trips as well as gaps in transit service highlighted in yellow. In general, activity hotspots are concentrated within the Marty ¾-mile service area with a few hotspots outside of the service area such as Ocean Breeze, the Seabreeze Shoppes near Stuart Beach, Palm City, SE Cove Road, and the area of SW Kanner Highway and the I-95 exit. A review of hotspots lying outside of the ¼-mile service area shows a few areas within Stuart that have the potential to benefit from additional bus stops along existing routes. Other notable areas showing transit service gaps include Palm City, Jensen Beach, and Ocean Breeze.

Figure 33: Person Trip Hotspot and Transit Gap Analysis



Section 6. Situational Appraisal

The purpose of a Transit Development Plan (TDP) Situational Appraisal is to provide a comprehensive and qualitative assessment of the current state of transit services and needs within a specific region or jurisdiction in Florida. This appraisal serves as a crucial step in the development of TDP recommendations that frame the strategies and priorities for improving public transit systems. This TDP Situational Appraisal documents the current unique needs and circumstances of the community, and will be framed to enhance the quality and accessibility of public transit services and promote sustainable transportation options. The appraisal will address the required areas as identified in the FDOT TDP Handbook Version III, 2022 Update. Note that the Handbook requires a Section on the Ten-Year Transit Demand. The previous Section 5 of this plan meets that requirement providing a comprehensive assessment of existing and ten-year transit demand.

6.1 Plans and Policies Review

A compendium of Federal, State and Local Plans and Policies was developed including a summary of relevance and funding opportunities for the 2025 to 2034 TDP. **Appendix C** provides a summary of the documents.

Implications

The reviewed policies, plans, and programs represent significant opportunities for modernizing and improving the Martin County public transportation system and infrastructure and in implementing transit-supportive development. Through collaborative efforts, prioritizing innovation, technology, equity, access to transit, and community engagement, the County can implement a sustainable and efficient transit network while stimulating economic growth and job opportunities. Grant funding opportunities from the USDOT IIJA/BIL program, FTA grants, FDOT District 4, leveraging South Florida Commuter Services and working in coordination with regional partners and within the County can mitigate and support the costs of new opportunities for expanded service and increased ridership. The list of opportunities is lengthy, identifying a number of opportunities for additional funding. A suggested strategy would be for the Marty and the MPO Team to collaborate on a monthly basis to match the right project to the right grant and to work with stakeholders on developing grant opportunities.

6.2 Socioeconomic Trends

To best assess the impact of the growth in population on public transportation needs, it is important to understand the trends and markets that could be impacted and/or may benefit from public transportation services in Martin County. Key findings from an assessment of socioeconomic trends included in the baseline conditions that support growth in transit ridership include:

- Martin County continues to grow adding 10% growth between 2010 and 2022
- one in six persons are 18 years old or younger and one in three persons are over 65 years old
- one in nine persons are living in poverty
- one in seven people are living with a disability
- There are 112,802 jobs within ¾ miles of a Marty Route

Transit ridership in Martin County is low and some of the socioeconomic factors that could be driving that scenario include:

- Median income is 11% higher than the Florida Average
- 95% of households own a vehicle
- 58% of residents are concentrated within the existing service area boundary, however, significant sections of the County do not have service including some or all of Sewall's Point, Hutchinson Island, Jensen Beach, Rio, Palm City, and SW Stuart.
- The area between Port Salerno and Hobe Sound has the highest concentration of disabled persons and has limited available bus stops.
- There are high employment areas in Palm City, Port Salerno and sections along SE Salerno Road that fall outside of the service area or are not near an existing bus stop.
- The cost of owning a vehicle has become burdensome, especially for low-income households. These households are more likely to be dependent on public transit for work, health, shopping, education, and recreation. Households that do not own a vehicle are considered "zero-vehicle households" either by choice or out of financial necessity. Areas with a higher proportion of zero-vehicle households include Stuart, South Stuart, Palm City, Ocean Breeze, Jensen Beach, and Hobe Sound.
- Access to transit provides opportunities for jobs, medical services, and education. The baseline conditions analysis indicates that the Health Care and Social Assistance Industry is the largest employer in the County making up 16.3% of jobs and Retail Trade is the 3rd largest employer at 8.3% of jobs. Many if not most of these jobs require staffing on weekends and into the evening/night on weekdays.

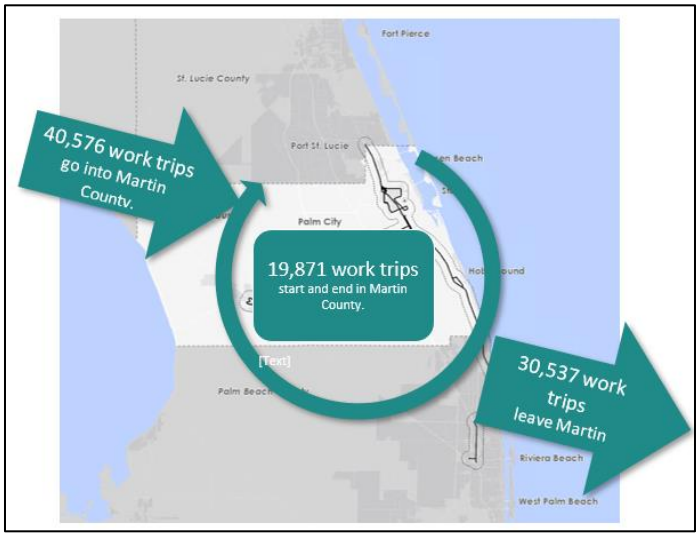
Implications

Martin County should continue to strive to meet the growing demand for public transportation within the county as the population and key segments of traditional and discretionary riders continue to grow. It also should continue to target its base ridership in underserved communities, and with younger and older persons while at the same time working to gain discretionary transit riders and to provide service that can support Health Care, Social Services, and Retail workers.

Marty's continued success depends on expanding its traditional rider base as well as attracting new transit markets and riders by operating an attractive service that is well-connected to local jobs and shopping centers in areas of higher density and to regional transportation centers like the St. Lucie ART, the new Brightline Station in Stuart and the TriRail Station in West Palm Beach. It is also important to note that people in occupations that work in service industries such as retail, hotels, hospitals, and social assistance will require extended spans of service that operate later in the evening and include weekend service.

6.3 Travel Patterns and Behaviors: Regional Coordination

To assess the impact of travel patterns and behavior on potential public transportation needs United States Census Longitudinal Employment Household Data (LEHD) was utilized to provide insight of commuter work trips. Understanding where people travel to and from for work can help identify the community's local and regional travel needs. As shown in the baseline conditions analysis, there is a significant in-flow and out-flow of regional commuters to/from Martin County which indicates long trips going in both directions which can stress the regional transportation network.



In addition to the regional impacts of commuter travel, there is also a smaller, yet significant number of persons that need to travel within the County to get to/from their jobs. Marty is a small yet efficient system that provides transit services to a growing population. The growth in traditional rider markets, such as older adults, may indicate that transit will continue to play an important role in providing transportation for certain population segments. This is a natural trend such that Marty can capitalize on specific demographic groups. There are multiple service providers in Martin County operating within the same area as Marty including the Stuart Tram serving downtown, the Transportation Disadvantaged Program, and the St. Lucie ART serving U.S. 1 from Port St. Lucie to the Treasure Coast Mall. It may be a challenge for Marty to attract riders if directly competing with other providers, such as the St. Lucie ART which is free.

Implications

There are two approaches here that will become part of the development of future alternatives. A regional approach is necessary as a majority of the traffic is to or from areas outside the County. To optimize the regional roadway network and limit the need for a major expansion of highways cutting through the community, transportation options need to be available. A comprehensive approach including Transportation Demand Management Strategies to minimize the number of single-occupant vehicles on the road and regional express bus and commuter rail options need to be identified with regional partners. The recent selection of the City of Stuart for a Brightline station is a positive move in the right direction as it will serve the Stuart to West Palm Beach travel shed. Immediate impacts will be limited as there will only be a couple of trains a day Brightline is a private company and fares are not structured for daily commutes. Continued planning and coordination to extend TriRail to Martin County should be continued. In the interim, this TDP includes an extension of the 20X Route to the Mangonia Park TriRail Station and also includes added stops in Palm Beach County.

To better serve internal trips the Gap Analysis prepared in this Section 5 of shows there are significant pockets of riders that can be reached through additional stops in and around the Stuart Area and to provide services to the broader area including Rio/Jensen Beach and Palm City. Additionally, it will be important to accommodate the needs of regional and local travel flows outside peak periods and weekdays to make the service more attractive to its users and non-users. With increased regional and local attention to transit, it will soon become a major part of the overall transportation network in Martin County for more of its citizens, and a better, well-connected, and more frequently operated transit service can help.

6.4 Transit-Friendly Land Use and Urban Design

Martin County has 543 square acres and more than half of its total acreage is devoted to Agricultural use with scattered urban areas that maintain a low-density residential profile. However, the county has experienced a steady population growth over the years. Martin County's Growth Management Plan applies to all unincorporated areas, while cities like Stuart have their growth development plan. Overall, the County is expected to grow by 17.5% in the next ten years. The western side of the County has remained largely agricultural, with rural residential developments, however the development of new solar energy farms, and warehouses is deemed to change the landscape of this area. Section 2.4 Land Use Patterns provides a detailed description of existing land use and baseline conditions.

Land Use development is crucial for any transit system. How the County grows to include mixed-use development, pedestrian-friendly corridors, and higher density nodes is vital to encourage the use of the transit system and to reduce the use of private vehicles for

everyday activities. Even if a property is not currently located on a transit route it is important to influence site layouts to be transit-ready by reserving space for a bus shelter pad and a potential bus bay. Also orienting a site plan, particularly for commercial and multi-family developments, to have sidewalk connections between the sidewalk and on-site entrances in addition to safe and slow vehicular circulation.

Martin County has six Community Redevelopment Areas (CRAs) located throughout the county, including Golden Gate, Hobe Sound, Jensen Beach, Old Palm City, Port Salerno, and Rio. These CRAs aim to preserve neighborhood character, provide for interconnected parks, promote mixed-use development and housing variety, stimulate sustainable economic investment, and create walkable and livable communities. This is achieved by promoting the development of complete streets, designed to cater to pedestrians, cyclists, and public transit. By integrating effective Level of Service standards for these modes of transportation on roadways within the CRAs, the county aims to ensure a seamless and efficient transit experience.

Furthermore, the CRAs emphasize the creation of interconnected parks, mixed-use development, and diverse housing options. These elements not only contribute to a vibrant and inclusive community but also play a vital role in supporting an integrated transit system. The presence of mixed-use developments and varied housing options close to transit hubs can encourage the use of public transportation, fostering a more sustainable and accessible transit network. The county is actively working towards creating a well-connected and transit-friendly environment within these designated areas.

Implications

The County needs to engage and enforce development to be supportive of the Marty Transit System and emerging technologies for micro-transit and micro-mobility. The County's Comprehensive Plan includes as part of its goals and objectives to encourage mixed-use developments that minimize trips and maintain traffic-generating attractors within the development and to develop multimodal districts for non-vehicular mobility. It also comprises establishing a pedestrian and bicyclist friendly County by developing a safe bicycle and pedestrian mobility network accessible to all major public and private facilities, which requires the improvement of the transportation system. Furthermore, the County's goals include providing efficient public transportation services that benefit all County residents to reduce the reliance on single–occupancy vehicles and reduce greenhouse gasses.

The plan also requires major industrial development to incorporate access to public transportation. Any new major industrial development within one-half mile of a public transportation corridor, as designated through the adoption of the Transit Development Plan, shall incorporate at least one public transportation stop (such as a bus bay or loop). Yet there have been two major

distribution/warehouse developments along SR 76/Kanner Highway west of I-95 approved without any transit infrastructure or service improvements.

Additional tools in the Comprehensive Plan include:

- Policy 5.5A.9. Strive to expand the fixed-route public transportation system. The Indiantown to Stuart shuttle, the Stuart shuttle, and the St. Lucie ART routes should be expanded to provide access to the community centers in each of the Community Redevelopment Areas, transit centers with access to rail, regional and community parks, and other major shopping centers.
- Policy 5.5D.1. Encourage transit-friendly neighborhoods. The County shall establish transit corridors and transit neighborhood centers that provide specific design features to encourage and support the use of transit.

6.5 Community Feedback

Detailed information on the results from the various efforts conducted by the team to get feedback from the community are described in Section 4.

The approach to the process aimed to engage a diverse range of community members. This involved developing an online survey, organizing six open houses, conducting interviews with elected officials, and holding monthly meetings with key stakeholders. The primary objectives of this approach were to understand the community's vision for the system, how it should evolve in the future, what measures are necessary to boost ridership, and what improvements are required.

The general sentiment within the community suggests a pressing need for a transformation of the current system. Presently, the system faces limitations in terms of its reach, schedules, and frequency. Furthermore, there is a recognized need to enhance the marketing of the system, as a majority of individuals approached were unfamiliar with its routes and schedule. The prevailing perception centers around the observed lack of passengers on buses, with large buses often seen empty in traffic, which does not resonate well with the community. Key elements of the community outreach efforts are as follows:

6.5.1 Stakeholder Meetings

There were two layers of stakeholder outreach. The first included the development of a Project Review Committee (PRC) which included the MPO Administrator and the MPO Project Manager, Martin County representatives including the Transit Administrator, Outreach Coordinator, Grants Management Administrator, Public Works Director, and the Deputy Growth Management Director and Martin County Staff, the Transportation Project Specialist from FDOT, the Regional Workforce Board which is the Treasure Coast

CareerSource Research Coast (CSRC) and the Consultant Project Manager and Senior Planner. The PRC met monthly acting as the Project Management Team. At each meeting project, progress was reviewed, the status of work products and challenges and opportunities were discussed, there were schedule updates and most notably there was a consistent emphasis at the meetings on strategies on how to get the public involved in the project.

The second level of outreach was through the SWG. A list of Stakeholders was developed in collaboration with the PRC to be inclusive of economic development, social services, and transportation interests and providers. **Figure 34** shows the PRC and SWG Members. Throughout the TDP process, three stakeholder meetings were conducted. They were invited to provide input on the needs of their constituents and to identify the priorities of the plan. Stakeholders collectively identified the pressing need for additional stops and expanded weekend service. They also had the opportunity to review and comment on proposed alternatives for the system in the upcoming years.

Figure 34: Project Review Committee and Stakeholder Working Group Members

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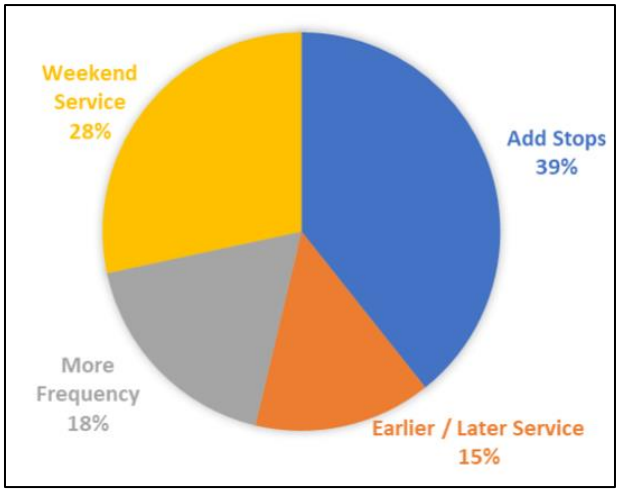
Stakeholders were polled on priorities for the system which are shown in **Figure 35**. The number 1 priority was to Add Stops, followed by Weekend Service, More Frequency, and Earlier and Later Service hours.

Figure 35. SWG Prioritization Preference



6.5.2 Online Survey

The online survey, accessible to the public for five months, garnered feedback from 732 respondents. Active efforts were made to engage the community through on-board surveys, attendance at County events, and the organization of open houses in each district. Section 4 provides a detailed summary of the effort. Key insights revealed that the community recognizes the vital service provided by the system, especially for those unable to drive or lacking car access. The majority of respondents prioritized improvements such as Saturday and Sunday service and more frequent service on existing routes. Among non-users, the primary reasons for not utilizing the service included the perception that traveling by car is faster and concerns about inconvenience, with many expressing a lack of knowledge about the service routes.

6.5.3 Open Houses/Outreach Events

Six open houses were organized, one per Commission District, except for District 3, where two events were held in Indiantown and Hobe Sound. These events, held at community centers, libraries, or other communal spaces, aimed to engage a broad segment of the community. Each event, lasting between two to four hours, provided attendees with the opportunity to learn about the transit system, voice their opinions, have a tour of a Marty Bus, express their needs, and participate in the survey. In addition to these scheduled events, the Metropolitan Planning Organization (MPO) and the County participated in various programmed events, promoting the online survey and distributing information about the TDP. **Figure 36** shows a picture of the Golden Gate Outreach event at the Cassidy Center.

Implications

Event attendees and survey respondents strongly express support for the transit system, emphasizing its vital role in the community. Their input is crucial in guiding the prioritization of alternatives for the system's growth over the next decade. Among the most requested improvements are more information on how the system operates and where it goes, weekend service, additional bus stops, and increased frequency. Respondents also suggest boosting marketing efforts to reach parts of the community that may be unaware of the service and its routes. The consensus is that a well-connected and coordinated system accessible to everyone will contribute to increased ridership.

Figure 36. District 2 Cassidy Center Outreach Event

6.6 Organizational Issues

The Martin County Board of County Commissioners (BOCC) appoints the County's Chief Administrative Officer, who implements and oversees BOCC-approved programs and the 12 county departments, including the Public Works Department. Under the direction of the Public Works Director is the Transit Management Planning and Operations Department which is staffed by seven full-time County staff and one part-time support position. As shown in **Figure 4 in Section 3.4.** Marty Organization Structure depicts Marty's current organizational structure as of December 2022.

MTM Transit has operated the Marty fixed-route bus system, Marty Access paratransit since October 1, 2020 under the On-Road Transit and Support Services (Marty Bus System Operation) contract. The contract term is three years plus two, one-year renewal options. The county leases county-owned transit vehicles to MTM Transit for the use of each vehicle. MTM Transit is paid a rate per

vehicle revenue hour operated for fixed-route service and a rate per trip for ADA service. ADA complementary paratransit services are reserved and scheduled by the County in the County's trip software program.

Implications

Marty's current organizational structure is small and efficient in terms of full-time staff versus system size compared to peer transit agencies. Marty's primary staff must "wear several different hats," and there is limited room for additional responsibilities within the existing staff structure. Therefore, Marty's management team and staffing will need to be closely assessed as the transit system grows in the future. A couple of key issues that have implications for staffing arose during the development of this TDP. Throughout the survey and public outreach efforts the Project Team heard that the community does not have a depth of knowledge of the Marty system. They know that there are buses on the road, and in some instances know of a bus stop in their community, but they don't know how to use the system or where it goes. The PRC, SWG, and the MPO Advisory Committees and Policy Board have all at some time indicated that marketing of the system, through focused and innovative approaches, is a key element for growth in ridership. The current Marty marketing budget is $300 per year which reflects the lack of knowledge in the community.

One of the keys to moving forward is to provide Marty with the resources to educate the public about the system. This can be achieved through in-kind dedicated resources from the Martin County Outreach Coordinator and/or through a dedicated Marty Marketing Coordinator with a budget of approximately $25,000 to $30,000 per year. The coordinator would make a full-time effort to share information through the school system, public events, social service agencies, Chambers of Commerce, and so forth. An important element of this effort will be to educate the next generations of Martin County on how to use a vehicle and experience public transportation. Having a bus and a driver available at community events so that parents and children can experience a tour of the bus was an important element of the TDP outreach plan.

Another discussion point about the overall transportation organizational structure in Martin County is that the Marty system and the Transportation Disadvantaged program are separate agencies both providing transportation services to qualifying applicants for paratransit services. Marty provides paratransit services within ¾ of a mile from its fixed route system and the Transportation Disadvantaged program provides service outside the 3/4-mile Marty route system. This can be confusing to the public and those in need of these services and it would appear that through economies of scale, a combined transportation program would be more efficient.

Finally, Section 6.1 Plans and Programs Review identified a significant number of Federal and State Grants that can be leveraged to obtain additional resources from Marty. The research, collaboration, and preparation of grant applications require time and

resources. Marty could leverage existing County and CRA Transportation and Engineering Consulting Services or leverage County Grants Staff to take advantage of these opportunities.

6.7 Technology and Innovation

Micro-mobility and Transportation Network Companies (TNCs) have fundamentally changed public transportation since the early 2010s. The Project Management Team contacted six TNCs to discuss their services and to have discussions on the services that could be provided in Martin County. Through our interviews, we were able to determine that there are several opportunities for implementation in Martin County that could increase ridership, lower costs and gain more grant funding through ridership reporting. Some of the areas discussed include:

- First and Last Mile Connectivity: Micromobility options such as electric scooters and bicycles provide convenient solutions for commuters to cover the first and last mile of their journeys. TNCs complement this by offering rides to and from public transit hubs, making the entire transportation network more accessible.
- Flexible and On-Demand Service: TNCs offer Micro-Transit on-demand transportation services that can be tailored to individual needs. This flexibility appeals to users who may find fixed public transportation schedules inconvenient. This is a good fit for Martin County as there are gaps in the transit system that have pockets of demand that cannot be efficiently serviced through traditional fixed bus route operations.
- Data-Driven Optimization: TNCs have outstanding user-friendly applications that the public understands and uses frequently. Through this TDP we found that some Counties, including the Bay County peer system, are contracted with TNCs to tailor and use their apps to deliver paratransit services. The TNCs gather vast amounts of data on travel patterns, traffic flows, and user preferences. This data can be used to optimize public transportation routes, schedules, and infrastructure investments, making the entire system more efficient.
- Integration with Public Transit: Many TNCs are integrating their services with public transit agencies through partnerships or integrated services. This is happening throughout Florida and in The Treasure Coast. The St. Lucie County Area Regional Transit (ART) system operates a zonal First-Mile Last-Mile (FMLM) system on the north side of the Martin County Border that has been successful with ridership growing exponentially. This integration offers commuters seamless multi-modal options, allowing them to plan and pay for trips across different modes of transportation in one platform.
- Addressing Transit Deserts: Micromobility options with TNCs have the potential to address transportation gaps in underserved areas or transit deserts where traditional public transit infrastructure is limited or non-existent.

- Environmental Benefits: Many of these services have the option to be all-electric having a side benefit that the community can get behind.

It is important to note that these changes also pose challenges, such as regulatory issues, concerns about congestion and safety, labor rights for contract workers, and potential disruptions to existing public transit systems. Finding the right balance between innovation and regulation is crucial to harnessing the full potential of these emerging transportation trends while ensuring equitable access and sustainable urban development.

Implications

The Project Team interviews with the Micromobility TNCs provided insight into all of the products that are available and the TDP recommendations will includes the use of TNCs to more efficiently serve transit gaps, build ridership, and generate more farebox revenue and Section 5307 funding. Ridership and cost information were provided for the Broward County Late Shift Program that provides zonal rides for late shift workers who need rides after fixed route services have ended and the St. Lucie ART Microtransit First Mile Last Mile service that provides trips within zones or connectivity to ART routes and hubs

With all this said there are lessons learned that the County should be wary of as they move forward with implementation. The Project Team learned that the services are very popular and generate a significant growth in ridership. But with growth comes more cost and the County should program sufficient funding for anticipated increases. The County can cap the budget by only allowing a certain number of rides per week and base the system on having a 20-ride pass for Marty. Note that system modifications to remove low-performing segments of routes will save money and also the ART system experienced some paratransit trips moving to the Microtransit program which can be a cost benefit. The interviews with the TNCs also provided insight into the competitive nature of the companies which can work to the County's advantage. Another lesson learned was that the cost per rider tended to go up as the system became more successful. Several programs that the Project Team were informed of started with a subsidized Pilot Program and when the Transit Systems moved to make the program permanent the TNCs bids also went up. It is recommended that the County perform research on the providers, leverage the competitive process, and implement a long-term vendor contract.

Section 5.4 provided information on a new opportunity for grant funding from the Martin County United Way - Ride United which provides free rides to qualified persons in Martin County. Collaboration with the United Way on expanding the program and obtaining additional grant funding can provide another way of funding TNC service in the county.

Section 7. Goal, Objectives and Alternative Strategies

7.1 Goal Statement

The TDP Goal was developed based on a cumulative assessment of the input received through public outreach, agency coordination and elected official interviews, as well as, through technical analysis (trend analysis, peer review analysis, existing commute pattern analysis, future transit demand estimation). A draft Goal/Mission statement was developed through the PRC and presented at the SWG, the MPO Advisory Committees and the MPO Policy Board for review and approval. The statement was refined based on comments from the Committees and Board and the final adopted goal is presented below.

"Improve the overall quality of life for Martin County residents, workers and visitors by providing a safe, efficient, convenient public transportation system that is well understood by the public"

7.2 Objectives

The Marty TDP objectives were also established by the Project Team by reviewing the previous two TDP's Mission/Vision, Goals, Objectives and Strategies and incorporating:

- Input received from the public, stakeholders and elected official interviews on the needs and direction of transit in Martin County and the Treasure Coast region.
- Findings from plan and policy reviews based on recommendations, goals and objectives/strategies included in other agency plans to ensure consistency with other planning efforts at the national, regional and local levels
- Findings from the Situational Appraisal that identified key issues affecting Marty today and that will affect Marty over the next several years.

Draft Objectives and Strategies were developed in coordination with the PRC and SWG and presented to the Advisory Committees and approved by the MPO Policy Board. As a result, seven objectives were developed. The TDP goals and objectives provide a framework for the development of strategies and performance evaluation metrics. A description of the objectives corresponding to the goal follows.

7.2.1 Safety

Implement a culture of safety within the Martin County Public Works Transit Section with a focus on FDOT's Target Zero. Target Zero is a statewide initiative to actualize zero transportation-related serious injuries and deaths. Safe access to bus stops and safe street crossings is important elements of daily transit services and the Transit Section will collaborate with partners and stakeholders in providing safe access to Marty Buses.

- Place Marty bus stops in close proximity to signalized crossings with pedestrian signals
- Coordinate with stakeholders on implementing mid-block pedestrian crossings where signalized intersections are not present
- Maintain stops in coordination with stakeholders that are free of obstacles and walking hazards
- Place Marty Bus Stops in locations with existing lighting or provide lighting
- Assure that vehicles are maintained in safe operating conditions and meet FDOT and FTA requirements

7.2.2 Efficiency

Focus on improving the efficiency and effectiveness of transit services provided by the Transit System.

- Improve ridership productivity and cost efficiency of the transit system
- Obtain software for scheduling/optimization of transit service
- Collaborate with St. Lucie ART on their FMLM TNC service and others on the benefits of complementary TNC service provider Micro-Transit and Micro-Mobility opportunities
- Continue to implement the fleet replacement plan and acquire buses as well as equipment upgrades

7.2.3 Effectiveness

Develop a high-quality public transportation service to move people within Martin County and the Treasure Coast region.

- Provide transit connections to key destinations and areas not currently served by public transportation in Martin County
- Develop and implement additional regional fixed route bus service
- Increase coverage in the community
- Address needs found in Transit Demand Gap Analysis
- Reaches areas with high population and employment
- Increase span of service during weekdays and provide transit service on weekends

7.2.4 Servicing Underserved Communities

Coordinate with Martin County Health and Human Services, United Way, and the Martin County Community Redevelopment Agencies for focused services to support underserved communities.

- Participate in Martin County Administration Social Service Agency meetings
- Collaborate with the Martin County Office of Community Development, Martin County Health Services and the United Way Ride United program to develop and monitor transportation services to underserved communities
- Reach out to communities in the areas identified in Figures 6 through 13 in Chapter 3
- Provide transit connections between underserved areas with key social services, medical, shopping and employment opportunities

7.2.5 Regional Connectivity

Improves access to regional transit services.

- Establish a Centralized Transit Hub in Downtown Stuart with convenient walking connection to Brightline
- Collaborate with Brightline to promote Marty connections
- Collaborate with St. Lucie ART on a potential overlap and connectivity between the ART South County FMLM service and the proposed Palm City TNC Zone service

7.2.6 Public Outreach

Program an annual marketing budget and collaborate with partners to assure the public is aware of, and understands, Marty operations.

- Program a more substantial marketing budget
- Explore opportunities for raising additional revenue that are complementary to branding efforts
- Conduct outreach efforts to ensure that all area residents are aware of, and understand, area transit services
- Develop a program of multi-lingual, consistent and deliberate marketing of the Marty system
- Participate in local events and share Marty schedules
- Conduct targeted marketing efforts for high-potential groups – including tourists, elderly, students, low income, disabled, and transit-dependent residents

7.2.7 Resilience

Implement capital improvements that are resilient and sustainable.

- Reduce greenhouse gas emissions by assessing a transition to hybrid or electric buses
- Support Emergency Management Office to support pre and post disaster relief
- Implement infrastructure that withstands hazards to wind, flooding, and wildfires

7.2.8 Technologically Advanced

Realize efficiencies and user-friendly experience for the riders through state of the art technology

- Obtain a route and scheduling planning software
- Implement passenger counter technology
- Continuous support and maintenance of the Marty ticketing application
- Continuous support and maintenance of the vehicle locator software
- Continuous support and maintenance of the paratransit scheduling system

7.3 Alternatives and Strategies

This section summarizes potential transit improvements developed based on the Goal and objectives, baseline conditions, outreach, the transit gap analysis, plans reviewed, and the situational appraisal. The transit improvements, also referred to as alternatives, have been grouped into four scenarios that are based on strategies that range from no/low-cost improvements to more aspirational needs.

7.3.2 Strategy 1 – Reallocate Resources

These strategies represent no/low-cost improvements that can be made in the short term and require a reallocation of resources with minimal and/or no additional resources.

- **Improve transfer timings**. Transfer timings between routes are not coordinated within the Marty system or to the connecting systems in St. Lucie County and Palm Beach County. Optimizing the schedules can be initiated with a Comprehensive Operational Analysis (COA). A COA reviews the performance of the current schedule and recommends an update of running times, routing, layovers, operator shifts, and bus block interlining and assesses the state of supervision, staffing, and rates of missed trips and missed runs. The estimated cost is $50,000. Partnering and coordination with ART and Palm Tran to ensure better transfer timings and connectivity at the Treasure Coast Mall and Palm Beach Gardens Mall should be included.

- **Extend Route 2.** Currently, one vehicle services Route 2. Extending the route to Walmart in Stuart, as shown in **Figure 37**, would add a desired shopping destination for Indiantown residents and create transfer opportunities to Routes 1, 3 (if it were to be split as shown in **Figure 38**) and 4. The extension would decrease the total number of long trips from Indiantown to Robert Morgade Library and Walmart by one trip.

- **Split Route 3.** Currently, there are two vehicles on Route 3 as shown in **Figure 38**. It is recommended to remove the unproductive segment along SE Monterey Road. Then, to increase coverage in Stuart, it is recommended the route split into

two circulators to increase coverage to several important shopping, community and medical destinations. New bus stop locations along the alignments would need to be identified and implemented.

- *Loop 1 (North Stuart).* The first loop would offer direct service to Cleveland Hospital North, Fresh Market shopping center, as well as medical and social services along SE Palm Beach Road, such as Light of the World Charities and Pediatric Dental Care. The loop could achieve 35-minute headways. This alignment would have the added benefit of better servicing areas with a high proportion of low-income households and older adults in Stuart in neighborhoods connecting to Palm Beach Road.
- *Loop 2 (South Stuart).* The second loop offers direct service to Golden Gate CRA, Walmart, Martin County High School, multi-family developments along Kanner Highway, a future Costco, and the Health Department. Connections to Routes 1 and 4 can be made at the Walmart in Stuart. The loop could achieve 40-minute headways

- **Implement flex service on Route 4.** Route 4 is currently underperforming and the assessment for this TDP indicates that the existing stops need better placement and/or safe crossings, more bus stops and a service extension to the Banner Lake Community. A potential solution to this issue would be to realign the southern terminus to Banner Lake Community and/or offer flex-route service within a ¾-mile distance of the route alignment. Flex-route service is a deviated fixed-route service where riders can reserve trip pickup and drop-offs within a specified zone. By providing flex service, Route 4 could more effectively service the community and jobs located along US-1, especially to underserved communities along the route. Flex service would require an adjustment to the schedule to accommodate the deviated pick-ups, which could potentially increase headways from 60 minutes to 80 minutes headways, depending on the demand for trip requests. **Figure 39** shows the proposed strategy for Route 4.

Figure 37: Extend Route 2

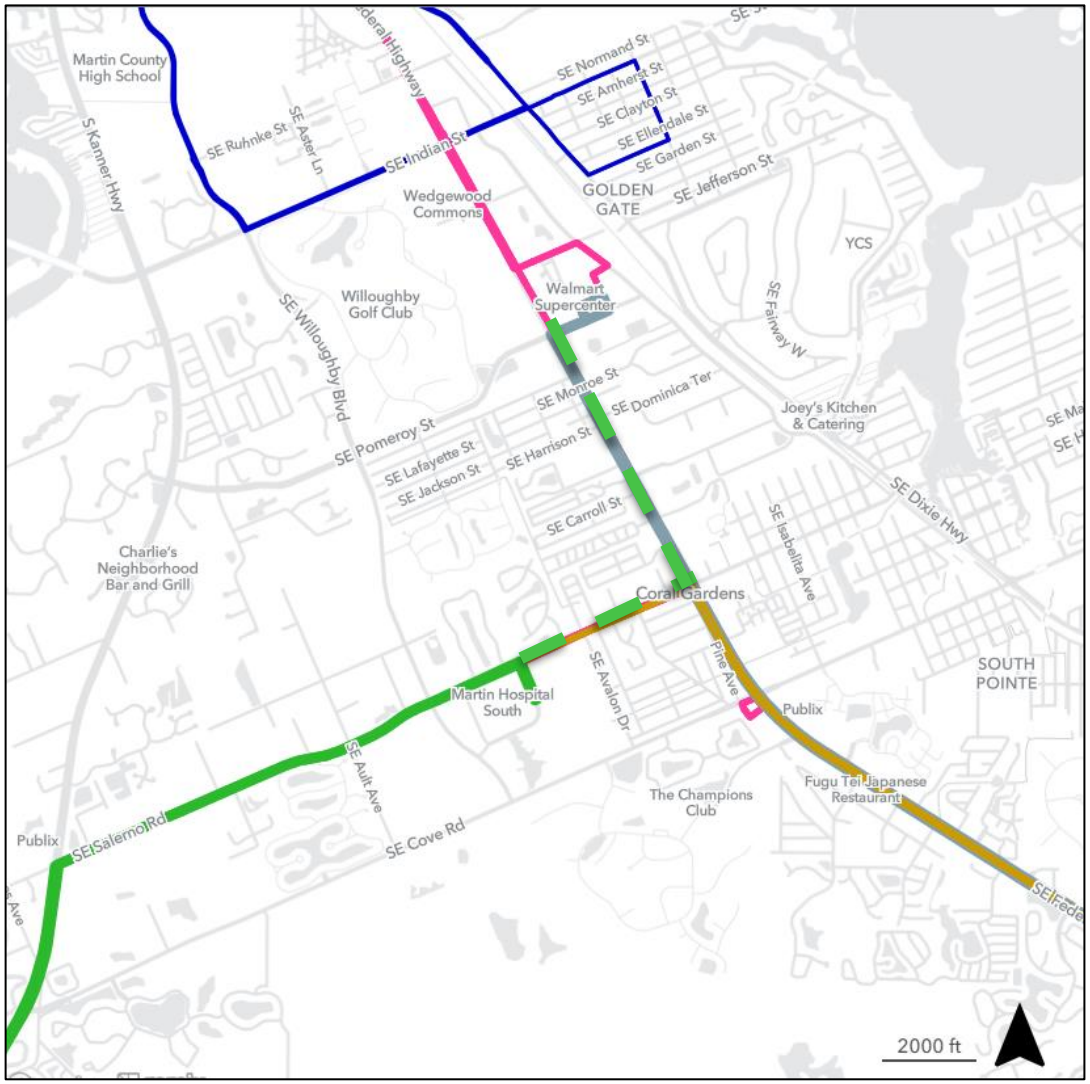

Martin County High School
S Kanner Hwy
SE Ruhnke St
SE Aster Ln
SE Indian St
Federal Highway
SE Normand St
SE Amherst St
SE Clayton St
SE Ellendale St
SE Garden St
SE Jefferson St
GOLDEN GATE
Wedgewood Commons
YCS
Walmart Supercenter
Willoughby Golf Club
SE Willoughby Blvd
SE Fairway W
SE Monroe St
SE Dominica Ter
SE Pomeroy St
SE Lafayette St
SE Jackson St
SE Harrison St
SE Carroll St
Joey's Kitchen & Catering
SE Dixie Hwy
SE Isabella Ave
Charlie's Neighborhood Bar and Grill
Coral Gardens
SE Avalon Dr
Pine Ave
SOUTH POINTE
Publix
Martin Hospital South
SE Ault Ave
SE Salerno Rd
SE Cove Rd
The Champions Club
Fugu Teri Japanese Restaurant
Publix
2000 ft

Figure 38: Split Route 3

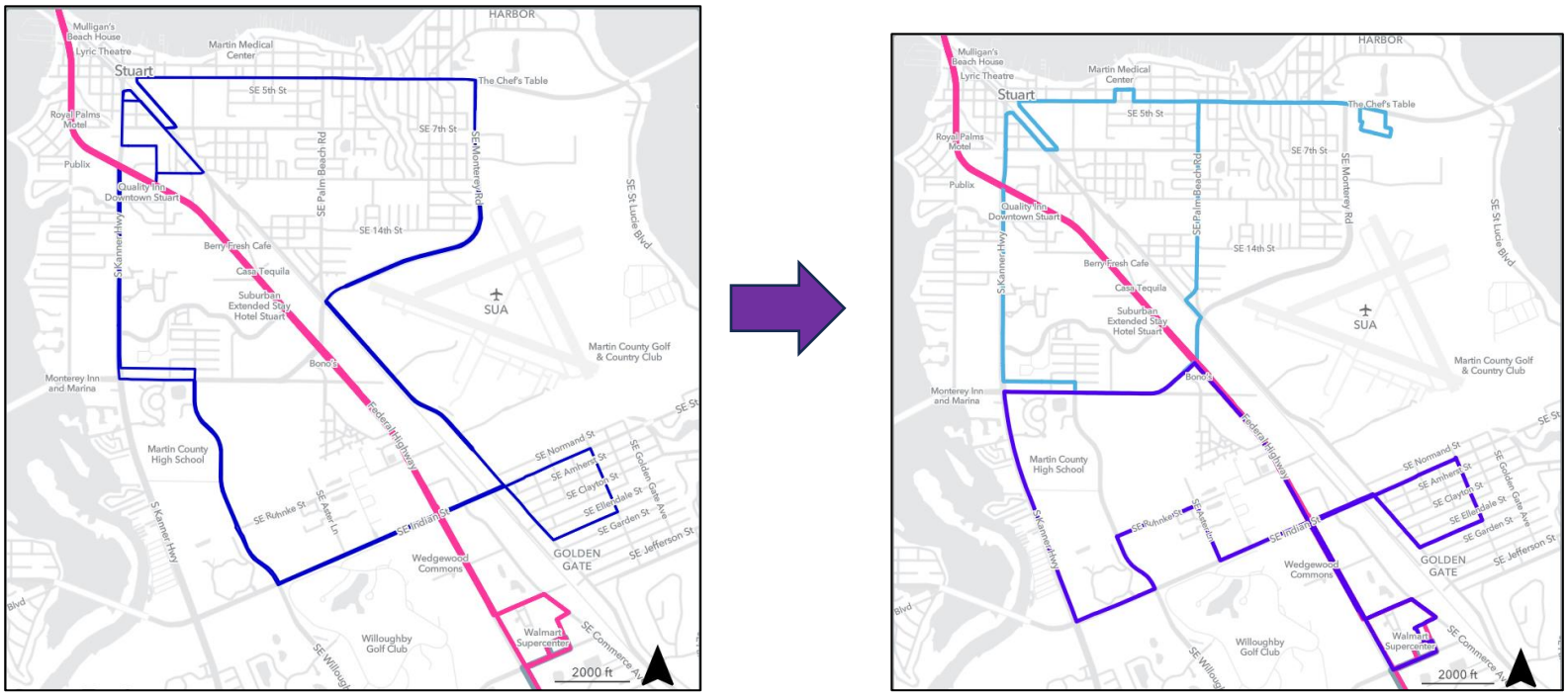
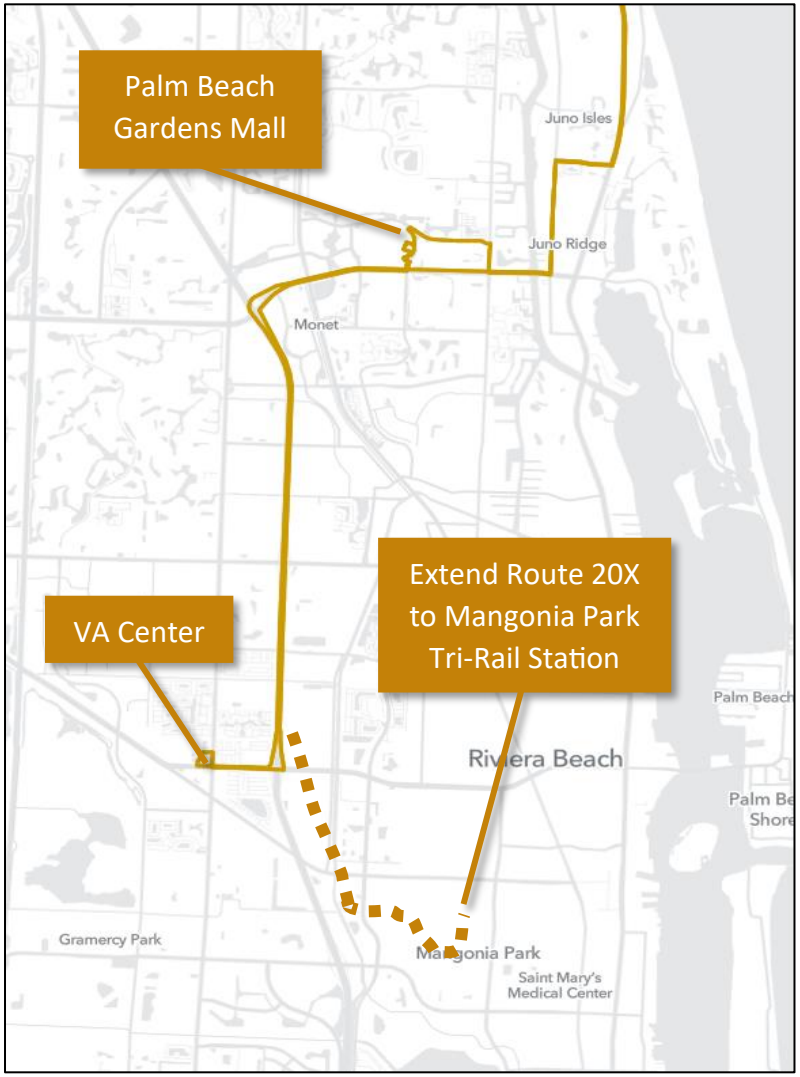


Figure 39: Route 4 Flex Service Zone and Realignment

- **Extend Route 20X.** Extending the southern terminus of Route 20X from the Veteran's Administration (VA) Medical Center to the Mangonia Park TriRail Station as shown in **Figure 40** would increase regional connectivity with the tradeoff of a longer running time. As it is, the existing headways range from 35 to 95 minutes. On average, extending Route 20X to the Mangonia Park Tri-Rail station could result in 80-minute headways. The current data indicates that there is one ride per day to the VA Medical Center and the route has low ridership. Productivity at the VA Medical Center stop should be monitored and evaluated for conversion to a demand response type of service where the rider(s) could have door to door service. Rerouting the fixed-route bus service to VA Medical Center would decrease travel times to the Mangonia Park Tri-Rail station and further increase the attractiveness of the regional connection.

Figure 40: Extend Route 20X to TriRail



7.3.2 Strategy 2 – Increase Span of Service

Marty does not have Saturday or Sunday service. Adding weekend service on Routes 1, 2, 3, and 4 and later service on Route 4 was a major need identified during public outreach and in the last two TDPs (for Routes 1, 2 and 3). As a step towards expanding the span of service for the fixed-route bus service, a more cost-effective solution would be exploring a pilot program through Transportation Network Companies (TNCs), microtransit, or taxi partnerships to test the ridership potential.

- **Offer later service on Route 4.** The last southbound trip on Route 4 departs at 5:00 PM. Offering later service through TNC service within a ¾-mile distance of the Route 4 alignment from 5:30 pm to 8:00 pm would close a gap to connections with other Marty routes. The program could be implemented like a guaranteed ride-home taxi-partnership, to enable completion of travel from the Walmart in Stuart to Hobe Sound. Note that the South Florida Commuter Services program has a guaranteed ride home program and should be consulted as part of this proposal for lessons learned and best practices.
- **Pilot "Saturday Shift" program.** For Routes 1, 2, 3, and/or 4, pilot a TNC program that offers services from 6:00 am to 8:00 pm within a ¾-mile distance of existing route alignments. The program should be provided for regular Marty riders that register through the fare system perhaps for the monthly (20 trip) passes.
- **Pilot "Sunday Shift" program**. For Routes 1, 2, 3, and/or 4, offer TNC services from 6:00 am to 8:00 pm within a ¾-mile distance of existing route alignments. The program should be provided for regular Marty riders that register through the fare system perhaps for the monthly (20 trip) passes.

What is a Transportation Network Company (TNC)?

TNCs are companies that provide on-demand transportation service. Ride requests are prearranged through app-based platforms like websites or smart phone apps to connect drivers to riders. Similar services under the umbrella of TNC services include microtransit, ride-hailing service, app-taxis, e-taxis and taxi partnerships.

What is Microtransit?

Microtransit is a mobility on-demand type service where rides can be requested, and fares can be paid for by a smart-phone application. Wait times are typically between 5-20 minutes. The service can be "corner to corner" or "curb to curb" service. Typical vehicles range from vans to small, branded shuttles that can hold 8 to 12 passengers, or cutaway buses.

What is a Taxi Partnership?

A Taxi Partnership is an alternative service where local taxi companies or ride hailing services, like Uber and Lyft, provide on-demand direct transportation when public transit is not in service. Rides can be discounted through vouchers or through payment cards provided to registered users.

- **Later Service.** As the demand for the increased service span increases, implementing later service through regular fixed-route service can be evaluated to determine if it is a more cost-effective solution.

Marty fixed-route cost (Routes 1, 2, 3 and 4) per trip was **$26.70** in 2022

Estimated cost per trip using TNC (Routes 1, 2, 3 and 4) is **$15.50**

7.3.3 Strategy 3 – Add Bus Stops

The need to add bus stops emerged through feedback gathered during public outreach events and activities, and within technical analysis performed for this TDP and the TDP's precursor study, the Transit Efficiency Study. Typical bus stop spacing for urban transit service is a ¼-mile spacing. The current bus stop spacing for Marty Routes 1, 2, 3, and 4, are 0.96, 2.59, 1.10, and 1.75 miles, respectively. Forty priority locations are illustrated in **Figure 41**, and include:

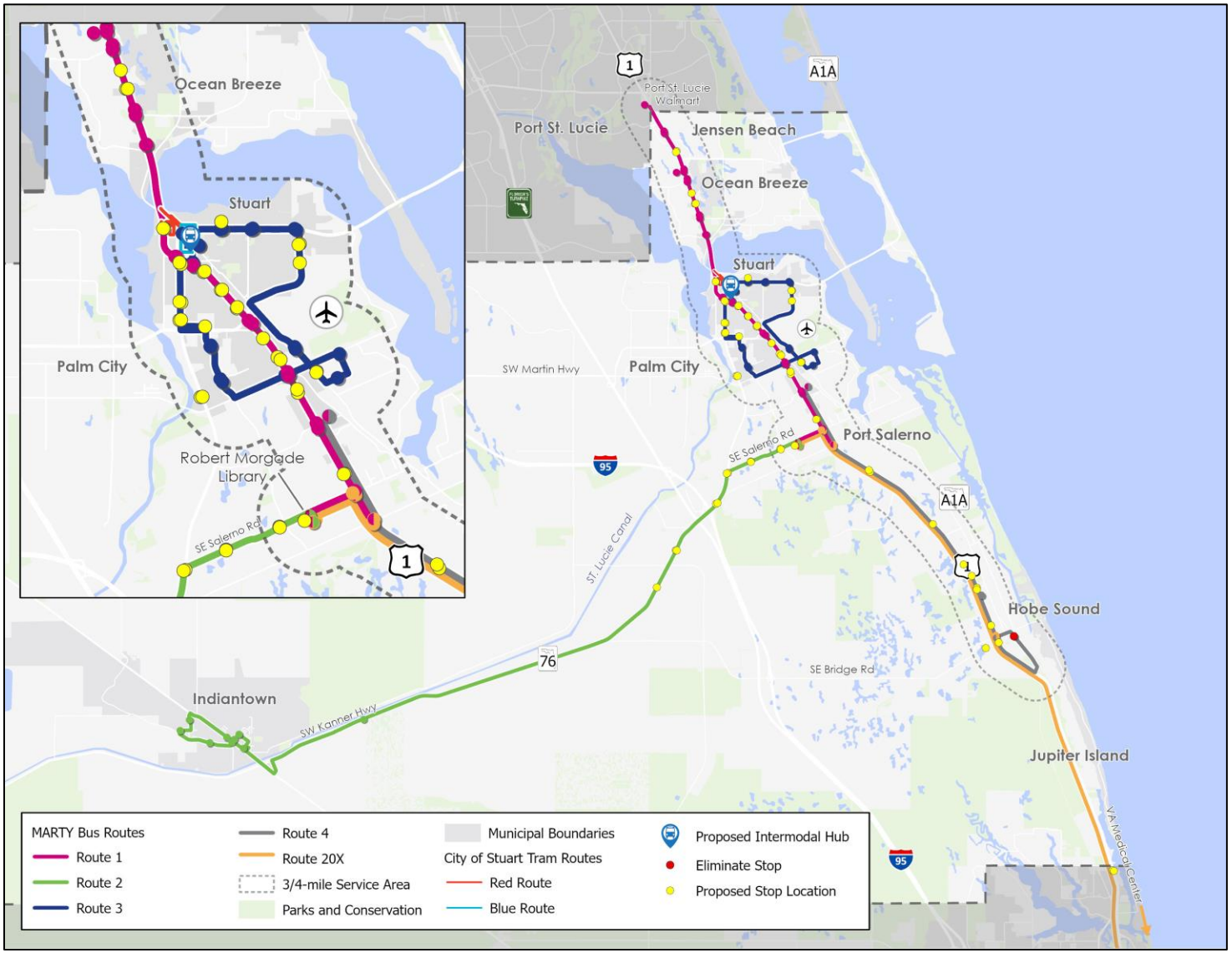
- Publix at Kanner Crossing
- Cleveland Clinic Martin South Hospital
- Cleveland Clinic Martin North Hospital
- House of Hope
- Kane Center
- Love and Hope in Action
- Various stops along U.S. 1 and Kanner Hwy.

Marty has **67 bus stops** today.

40 potential stops were identified.

Some of the locations are long-term locations where there is no existing bus service today. These locations could be implemented at no cost through the development application and approval process. During this TDP effort, missed opportunities were noted for the major (2 to 4 million square foot) warehouses and higher density multi-family homes along SW Kanner Highway. Bus stops can also be added as routes are extended or realigned, such as the splitting of Route 3.

Figure 41: Locations of Potential New Bus Stop Locations



Prior to the deployment of this strategy, several considerations need to be taken:

- The FTA and future Public Rights of Way Access Guidelines (PROWAG) definition of 'accessible'. An accessible bus stop requires four elements:
    1. 5'x8' hard, all-weather-surface landing pad.
    2. A connection to the back of the curb so that there is no gap to the pad.
    3. A connection to an accessible pathway such as a sidewalk, trail, or all-weather pathway.
    4. An accessible path connection to the nearest pedestrian street crosswalk. Note that a crosswalk does not have to be striped to be a crosswalk.
- Bus stop locations must be placed at or near a traffic signal with pedestrian features or located at a mid-block crossing with high visibility signage and pavement markings.
- A review of existing bus stops to assess utilization, including those of other providers (such as Palm Tran or ART), should be done to expand access to the network. For example, Route 4 should stop at all Route 1 stops that it passes, and Route 20X should stop at all Route 4 stops that it passes.
- Utilization of most stops is presently low due to a lack of riders. Fully deploying the recommended number of stops would minimally affect service operations. Until it is an issue, expanding access is a priority. When adding stops to Route 1, 2, 3, 4, and/or 20X, continued assessment of on-time performance is needed to determine if schedule modifications are needed.
- At some point in the future when demand affects operations, a policy can be implemented to reduce the number of stops by identifying thresholds of demand.
- Private bus companies like Greyhound and FlixBus do not service the county. Presently, the nearest connection is in Port St. Lucie. A long-term goal could be to establish an intercity stop that is off-street, and adjacent to Kanner Highway and I-95 to link the County externally via Route 2.

The cost per stop depends on the facility and can range from $3,000 for a simple post to $40,000 for a shelter, depending on factors such as right-of-way costs. The proposed COA study can assist with determining the final locations, priority of deployment and design considerations and leveraging stop infrastructure and on-site pedestrian connections from the development approval process.

7.3.4 Strategy 4 – Create an Aspirational Network with a Hub(s)

Martin County's dispersed land uses and disconnected street networks create First-Mile Last-Mile (FMLM) barriers that inhibit the provision of effective fixed-route service delivery. Establishing a network that includes an intermodal hub, new fixed routes, and FMLM

connections using TNCs would greatly increase local and regional connectivity. The aspirational network shown in **Figure 42** could feature the following:

- **Intermodal Hub in Stuart.** A centralized, branded intermodal hub is needed for the system. The hub should be located in proximity to the Brightline Station and be the recognized transportation center for the County. Coordinated Marty, Stuart Tram, and Brightline train schedules should be implemented. Design features should be centered on pedestrian and bicycle activity, local taxis, TNCs, bikeshare, bike lockers, electric charging stations, park-and-ride facilities, and private charter bus companies. A study to fully define the design requirements and funding plan is recommended for the year 2030. Marty should also identify mini-hubs with branded infrastructure at transfer points and/or major attractors to give the system more visibility within the community.

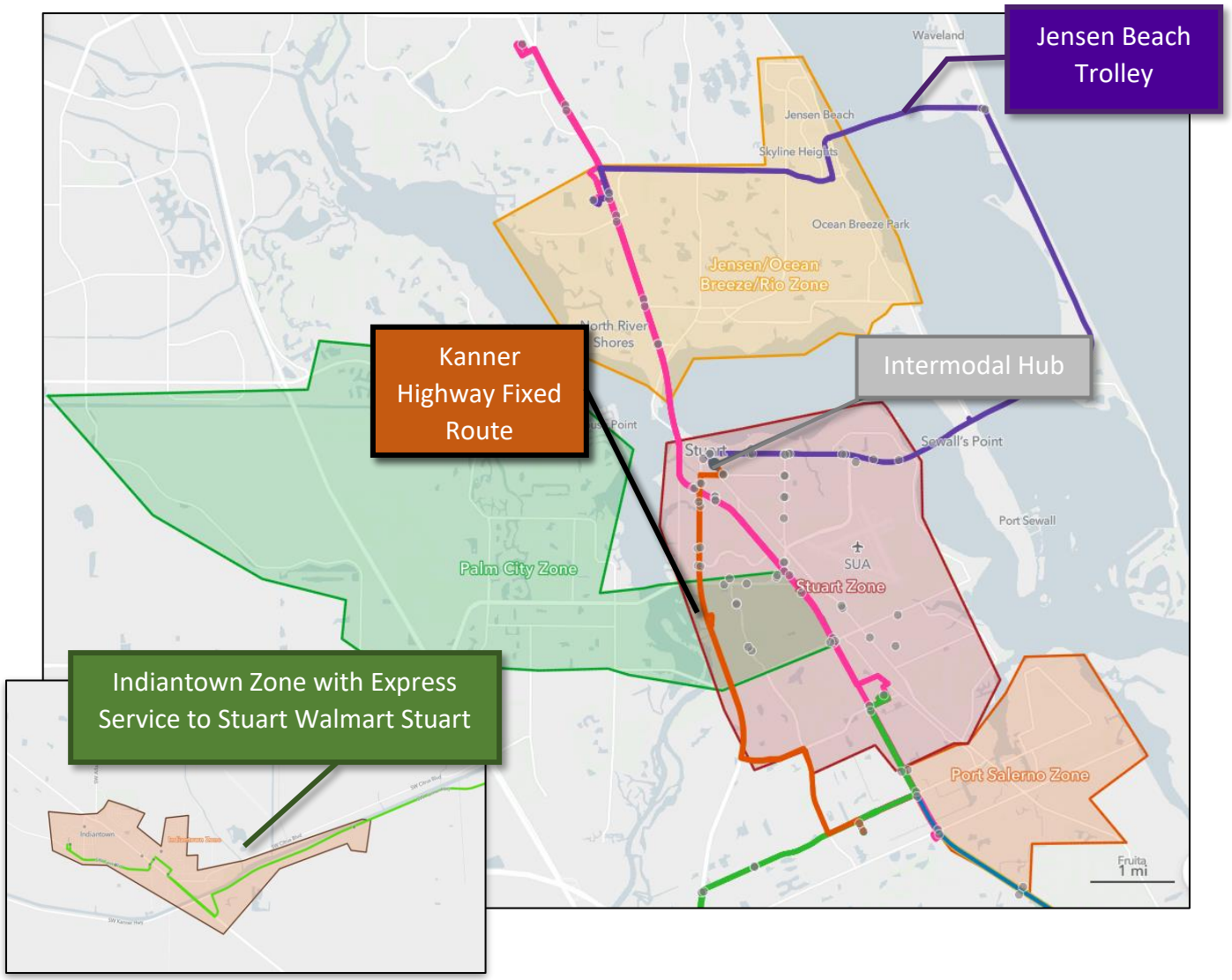
- **Jensen Beach Trolley**. A new fixed-route service to connect the Stuart intermodal hub to the beaches and Treasure Coast Mall, including stops at Stuart Beach and Jensen Beach. Service from 7:00 am to 7:00 pm from Sunday to Saturday could be provided with three vehicles, achieving 45-minute headways.
- **Kanner Hwy Fixed-Route.** A new fixed-route service could be added to connect the transfer station at the Robert Morgade Library to the proposed Intermodal Hub in Stuart. For this service, 30-minute headways can be achieved with two vehicles from 8:00 am to 7:30 pm from Monday to Saturday.
- **Realign Route 1**. Should the Intermodal Hub in Stuart be implemented, Route 1 could deviate to connect directly to the Intermodal Hub. This would provide transfer opportunities to Brightline.
- **Route 2 Express with Indiantown TNC.** Route 2 currently uses one vehicle as a local circulator and express route to Stuart. A restructure of service delivery to provide for a new local TNC service in Indiantown and using the existing Marty bus to exclusively provide express bus to Stuart would increase the number of daily long-haul trips, simplify service design, and

enhance reliability and consistency of service delivery. Additionally, a local Indiantown TNC service would provide better access to affordable housing units on the west side of Indiantown. Express service from Indiantown to Robert Morgade Library and Stuart Walmart could achieve 100- to 120-minute headways.

- **Stuart TNC Zone**. If Route 3 continues to have low performance despite the recommended restructuring, a replacement microtransit service could be offered to respond to the dispersed nature of travel in this zone. A TNC service in Stuart could increase ridership to existing routes and improve access to affordable housing units, medical services, and other origins and destinations. The zone could operate on weekdays from 6:00 am to 8:00 pm. Route 3 vehicles could be repurposed to Route 1 to increase frequency.
- **Palm City TNC Zone.** The Palm City TNC Zone would increase access for areas with a high proportion of transit-dependent populations and destinations like shopping centers, the 21st Century Learning Academy at Wayne Huizenga Boys and Girls Club, and Project Lift. This zone also includes areas where major mixed-use and industrial development are occurring surrounding SW Citrus Blvd. Note that the zone overlaps with Marty Route 1 and ART's South On-Demand microtransit zone to allow riders to connect to Marty and ART services. There will need to be coordination with ART to establish a transfer point with ART. The new service area could operate from 6:00 am to 8:00 pm on weekdays.
- **Port Salerno TNC Zone.** This new service area in Port Salerno would connect to Route 1 and 4 from 6:00 am to 8:00 pm on weekdays only.
- **Jensen Beach/Rio/Ocean Breeze TNC Zone.** This new service area would connect to Route 1 and the proposed Jensen Beach Trolley from 6:00 am to 8:00 pm on weekdays only.

Part of the procurement process for TNC Zone service would also require ensuring ADA compliance.

Figure 42: Potential TNC Zones and New Fixed Route Service



7.3.5 Capital Improvements

In addition to each of the proposed strategies there are other improvements that could enhance Marty's performance. Each of these has capital costs in order to implement and then maintain the associated assets. These costs range widely from new/enhanced bus stops at the low end to a new maintenance facility at the high end. Planning for capital costs must include a baseline cost for regular capital maintenance cycles to keep assets in a state of good repair, replacement of assets as they reach the end of their useful life, and capital projects to support new services and new initiatives.

Lower cost strategies to improve the system include installation of new or improved amenities at bus stops and crossings. Feedback during outreach highlighted the need for additional bus shelters, solar-powered lighting, and bike racks, particularly in high ridership stops and the Golden Gate area. Coordination with the County will be essential as new bus stop locations are identified, as well as for key safety and accessibility elements such as mid-block crossings, adherence to PROWAG ADA requirements, and to ensure pedestrian path connectivity.

Existing assets including hardware and software will eventually age out, and the TripSpark/Ranger hardware was identified as one example of hardware that will need to be replaced. Other capital projects that do not directly provide transit service but support the system are also important, such as Automated Passenger Counters (which help with data collection and improve service planning) and the revenue collection system. An up-to-date revenue collection system can also provide the opportunity to implement new and more flexible fare structures.

The possibility of converting to a low/no-emissions fleet should be considered to meet several system goals. This would require significant capital outlay upfront, but Federal discretionary funds are available for this purpose. Note that a Zero-Emission Transition Plan is required to be eligible for the FTA "No-Lo" grant. Whether or not Marty converts to a low or no-emission fleet, a change in vehicle type should be considered to better navigate neighborhood streets and match demand more closely. The construction of a dedicated transit maintenance facility would support this fleet transition by providing a dedicated charging location and centralizing bus maintenance activities.

Broadening the scope of improvements further, Park and Ride facility improvements would expand access to and the connectivity of the system. Currently, the capacity of these facilities is very limited, the locations make little sense for the purpose, and they are hard to find. Improvements to signage, location, facility condition, and right-sizing of the facilities would improve the system overall.

Upcoming plans and key actions that Marty must plan for include annual and major updates to the TDP, Transit Asset Audit and Replacement Plan, and Triennial Review Support. Other studies for consideration include Route Service Evaluations, Operations and Maintenance Facility Planning and Design Study, Fleet Power Transition Study, Sustainability and Resilience Study, Comprehensive Financial Assessment, Revenue System Replacement and Upgrade Study, Technology Deployment Study, Customer Facilities and ADA Compliance Plan, Intermodal Hub Planning and Design Study, Operations Scope of Work Development and Procurement Support. The following lists a description of the potential plans and studies.

Transit Development Plan Annual and Major Update

About: 5-year recurring update required by FDOT to review service performance and system needs. Annual updates are required in between the major updates to report progress.

Triennial Review Support

About: Provision of services to support County Staff fulfillment of FTA requirements, documentation, and response to findings.

Transit Asset Audit and Replacement Plan

About: Study to fulfill requirements and industry best practices for Transit Asset Management. Outcomes of the study would include a condition report of current federally-funded and County assets associated with Marty, a recommendation of replacement schedule to achieve a state of good repair and operation of assets, and documentation of fulfillment of TAMS-related requirements associated with FTA and State grants.

Route Service Evaluations

About: Annually rotating studies focusing on each route to review service performance, changes in the operating environment and ridership patterns, forecast needs for the next five years, and present a coordinated implementation plan defining needs for service schedule, route, and span; bus assignments; bus stops/facilities; customer information systems; operations strategies; traffic systems management; safety and emergency actions; and, ridership reports, farebox revenue, rates and collection. Collaborative County/Regional staff resources will be needed.

O&M Facility Planning and Design Study

About: Building on previous studies, this effort would prepare 15% of design documents and a financial plan suitable to obtaining approval and prepare a bid package ready for issuance for final design and engineering services and facility construction. Collaborative County staff resources will be needed.

Fleet Power Transition Study

About: A study to review opportunities for Martin County transition to low/no emissions and Battery Electric Bus energy sources for Marty fleet operations. Review current trends, technology, and funding assistance leading to the preparation of recommendations and schedules regarding vehicle type and acquisition, power requirements, facility needs, and charging/fueling techniques. Intended to provide guidance.

Sustainability and Resilience Study

About: A strategic tactical study to identify Marty's role in Martin County plans for response to changes in natural and man-made conditions of operation. Develop specific tactics and action assignments to prepare and implement tasks associated with recommendations.

Comprehensive Financial Assessment

About: Review of present and anticipated financial requirements of Marty (as identified in TDP and other County directions) and preparation of specific recommendations regarding utilizing funding sources and strategies to fulfill County-approved activities and acquisitions in support of public transportation services provided by Martin County.

Revenue System Replacement and Upgrade Study

About: Policy study to review the condition/status/cost of the present revenue collection system and identify which approach to recommend regarding the collection of passenger revenues and ridership data to fulfill future needs. Conduct a review of current industry trends, and opportunities for coordination with adjacent transit agencies and specify related County policies and procedures to be continued or modified to achieve desired policy outcomes.

Technology Deployment Study

About: Tactical study to prepare a plan for coordination, procurement, deployment, and maintenance for transit technology to fulfill management, service, customer, and facility needs associated with Marty. Inclusive of other County departments and associated transit providers, the study would identify strategic and tactical considerations for resources and related services to support a State of Good Repair for IT-related activities. Document findings and compliance with IT Architecture requirements of FTA grants and industry guidelines.

Safety and Security Audit

About: Review of current conditions and identification of risks and mitigation tactics for the continuing operation of public transit services. The study would conduct an audit of facilities, operations practices, and operating environment to recommend actions to minimize risk and reduce exposure to incidents resulting in equipment or facility damage, personal injury, or lost service.

Emergency Response Planning

About: Tactical study to develop specific action plans and responsibility assignments for Marty response to emergency situations, such as severe weather, major roadway/bridge closures, fleet-wide concerns affecting availability for operations, accident response, and service recovery. Recommendations responding to, and in coordination with, other Martin County, regional, and State studies and response plans.

Customer Facilities and ADA Compliance Plan

About: Study to document current conditions and plans for implementation/ enhancement/ replacement of public-facing assets associated with the provision of Marty services. Facilities include bus stops, shelters, transit centers, park & ride lots, and other locations/equipment associated with the service/passenger interface. Additionally, the study would document plans and prepare a coordinated deployment schedule associated with new/ expanded projects and compliance with ADA-related guidelines and practices applicable to transit service delivery.

Central Hub Planning and Design Study

About: Project to develop concept and sketch design requirements associated with the implementation of the recommended Central Hub for Marty services. The outcome of the project would provide for 15% design concept, real estate requirements, and a Rough Order of Magnitude cost estimate for the project. Documentation would be sufficient to obtain County approval of the design and

provide SOW for issuance of an RFP for Architectural and Engineering services necessary to achieve Ready-for-issue construction documents.

Customer Facilities and ADA Compliance Plan

About: Study to document current conditions and plans for implementation/ enhancement/ replacement of public-facing assets associated with the provision of Marty services. Facilities include bus stops, shelters, transit centers, park & ride lots, and other locations/equipment associated with the service/passenger interface. Additionally, the study would document plans and prepare a coordinated deployment schedule associated with new/ expanded projects and compliance with ADA-related guidelines and practices applicable to transit service delivery.

7.3.6 Policy Improvements

The following lists policy improvements that could help the provision of transit in Martin County:

- Periodic review of fare policy and the fare system is recommended. These studies should address the possibility of means-tested or free fares and should consider whether passes could be more accessible through an increase in sale locations.
- The Martin County Comprehensive Plan includes a policy that requires major industrial development within one-half mile of a public transportation corridor, as identified in the TDP, to incorporate access to public transportation through at least one public transportation stop (such as a bus bay or loop). Public facilities for transit, however, are not adequately required or reviewed in applications for proposed developments. A review of the Martin County comprehensive plan policies and land development regulations should be explored to implement more transit-supportive policies such as requiring a portion of land on major developments for various uses to incorporate bus stops as well as ensuring connections to the bus stops. It is also recommended that Marty "have a seat at the table" by participating in the development review process of the county and local municipalities to ensure developments are adequately incorporating transit-friendly designs and infrastructure that support the TDP.
- Land Use development is crucial for any transit system. How the County grows to include mixed-use development, pedestrian-friendly corridors, and higher density nodes is vital to encourage the use of the transit system and to reduce the use of private vehicles for everyday activities. Even if a property is not currently located on a transit route it is very important to influence site layouts to be transit-ready by reserving space for a bus shelter pad and a potential bus bay. Also orienting a site plan, particularly for commercial and multi-family developments, to have sidewalk connections between the sidewalk and on-site entrances in addition to safe and slow vehicular circulation.

- As previously mentioned, Marty will be replacing its fleet in the next 10 years. Now is the time to contemplate the possibility of converting to a low/no-emissions fleet to meet several system resilience objectives. This would require significant capital outlay upfront, but Federal discretionary funds are available for this purpose. Note that a Zero-Emission Transition Plan is required to be eligible for the FTA "No-Lo" grant. Whether or not Marty converts to a low or no-emission fleet, a change in vehicle type should be considered to better navigate neighborhood streets and match demand more closely with the context of the community it serves.

7.3.7 Marketing Needs

Feedback during outreach indicated that many residents and visitors in the community were not aware of the service or did not know where the buses go. A targeted campaign to increase public awareness and promote Marty has the potential to increase ridership. Residents and visitors need to be able to access information easily and clearly on the system. More efforts are needed to improve how information regarding the route alignments, connections to other routes, and the schedule is relayed to the public. For example, individual route maps should depict alignments of connecting transit routes to facilitate information on transfer routes. Some recommendations for that include improving the Marty website layout so that relevant information such as the Live Bus Tracker, Rider Guide, and customer service phone number are easier to find. The current Rider Guide needs more information on rules such as prohibited items, fare policies, fare purchase options, and information on transporting bicycles.

Marty could also leverage FDOT SFCS program to assist in this effort. The SFCS program has a public facing website, media and outreach staff that Marty could engage to promote Marty and Treasure Coast transit connectivity, support community events, participate in door-to-door outreach informing the community about the routes, services, and fare passes. SFCS staff assisted in the survey effort for this TDP and we would like to recognize FDOT and the SFCS Team for their support.

7.3.8 Evaluation of Alternatives

A methodology was developed to evaluate and rank each of the potential transit improvements within the four scenarios. The evaluations are based on the goals and objectives of the Marty System. Each objective was assigned a weight to help rank the alternatives, as shown in **Table 10**. Measures were measured as either Low, Medium, High or Very High to indicate how supportive of the objective they are. Alternatives that had a low level of support for an objective were assigned a number 1, and alternatives with a very high level of support for an objective were assigned a number 4.

Table 10: Criteria for Evaluation of Alternatives

Objective	Description	Measure	Weight
Efficiency	Improves cost efficiencies.	Cost per New Rider	**30%**
Underserved Communities	Percent of service area that overlaps with Historically Disadvantaged Communities and transit-dependent populations.	Low/Med/High/Very High	**15%**
Effectiveness	Increases coverage in the community. Need found in Transit Gap Analysis. Reaches areas with high population and employment.	Low/Med/High/Very High	**15%**
Regional Connectivity	Improves access to regional transit services like Tri-Rail, future Brightline service, and to transit service in neighboring counties.	Low/Med/High/Very High	**10%**
Public Outreach	Major themes in observed in surveys, public workshops, and stakeholder meetings.	Low/Med/High/Very High	**10%**
Safety	Improves safety through first-mile and last-mile access as well as safety hazards relating to heat.	Low/Med/High/Very High	**10%**
Resilience	Reduces greenhouse gas emissions. Facilitates emergency evacuations. Withstands hazards to wind, flooding, and wildfires.	Low/Med/High/Very High	**5%**
Technologically Advanced	Increases the use of state-of-the-art technologies that improve the convenience, reliability, and quality of service of the transit system.	Low/Med/High/Very High	**5%**
Total			**100%**

Tables 11 to 13 show the resulting scores and ranks for the alternatives for each of the scenarios. The evaluation is intended to serve as a guide for prioritization rather than an absolute list of priorities for implementing future improvements.

Table 11: Evaluation of Reallocation Resources and Adding Bus Stop Strategies

Rank	Alternatives	Annual Ridership Change	Change in Operating Cost per Rider	Efficiency	Underserved Communities	Effectiveness	Regional Connectivity	Public Outreach	Safety	Resilient	Tech. Advanced	Total Weighted Score
Strategy 1 and 2 - System-wide Alternatives												
3	Improve transfer timings (COA)	3,514	$ (0.71)	4	3	2	4	2	1	2	2	2.85
4	Add 40 bus stops	77,785	$ (9.44)	3	3	2	2	4	4	2	2	2.85
6	Targeted Marketing Campaign	11,000	$ (1.79)	3	3	2	2	4	1	2	2	2.55
Strategy 1 Fixed-Route Alternatives												
1	Route 4 Flex - Operate as Flex Route in Hobe Sound area to expand service area to Banner Lake	2,400	$ (12.50)	4	4	4	2	4	3	2	2	3.50
2	Route 20X Extend - Extend route to Tri-Rail Mangonia Park Station	10,560	$ (20.83)	4	2	4	4	4	1	2	2	3.20
4	Route 3 Split - Realign to add Cleveland Hospital and remove service from SE Monterey Rd.	1,440	$ (1.80)	3	3	3	3	2	2	2	2	2.70
5	Route 2 Extend - Extend route to Stuart Walmart	16,800	$ (1.79)	3	3	3	1	4	1	2	2	2.60

Table 12: Evaluation of Increased Span of Service Strategies

Rank	Alternatives	Annual Ridership Change	Change in Operating Cost per Rider	Efficiency	Underserved Communities	Effectiveness	Regional Connectivity	Public Outreach	Safety	Resilient	Tech. Advanced	Total Weighted Score
Strategy 3 - Saturday Shift Alternatives												
1	Route 1	6,602	$9.07	4	4	4	3	4	3	2	3	3.65
3	Route 2	2,234	$11.85	4	4	3	2	4	3	2	3	3.40
3	Routes 1, 2, 3, 4	12,430	$11.06	4	4	3	2	4	3	2	3	3.40
5	Route 3	2,737	$13.03	4	3	3	2	4	3	2	3	3.25
11	Route 4	857	$18.08	2	3	2	2	4	3	2	3	2.50
Strategy 3 - Sunday Shift Alternatives												
2	Route 1	4,951	$11.34	4	4	4	3	3	3	2	3	3.55
6	Routes 1, 2, 3, 4	9,323	$13.83	4	3	3	2	3	3	2	3	3.15
7	Route 2	1,675	$14.81	3	4	3	2	3	3	2	3	3.00
8	Route 3	2,053	$16.29	3	3	3	2	2	3	2	3	2.75
10	Route 4	643	$22.60	3	3	2	2	2	3	2	3	2.60
Strategy 3 - Later Service												
9	Route 4 Late Shift	646	$22.60	3	3	2	2	3	3	2	3	2.70

Table 13: Evaluation of Aspirational Network with Intermodal Hub

Rank	Alternatives	Annual Ridership Change	Change in Operating Cost per Rider	Efficiency	Underserved Communities Effectiveness	Regional Connectivity	Public Outreach	Safety	Resilient	Tech. Advanced	Total Weighted Score
Strategy 4 - TNC Alternatives											
1	Stuart TNC Zone	70,200	$15.50	2	4	3	3	2	4	2	3	2.80
1	Route 2 Express / Indiantown TNC Zone	9,435	$12.30	3	4	3	1	2	3	2	3	2.80
3	Palm City TNC Zone	16,952	$15.50	2	2	3	2	2	4	2	3	2.40
5	Jensen/Rio/Ocean Breeze TNC Zone	14,040	$15.50	2	2	2	2	2	4	2	3	2.25
6	Port Salerno TNC Zone	5,980	$15.50	2	1	3	1	2	4	2	3	2.15
Strategy 4 - Fixed-Route Alternatives											
4	Kanner Hwy Fixed-Route	81,451	$8.42	3	3	2	1	2	2	2	1	2.30
7	Jensen Beach Trolley	86,266	$13.11	3	2	1	1	2	2	2	1	2.00

Section 8. Ten Year Plan

This section presents a Ten-Year Plan for Marty which is based on the ranking of alternatives as well as funding likelihood. The Ten-Year Plan is not intended to be an operating budget or a Capital Improvement Plan, but instead serve as a plan to guide growth while adapting to new priorities if and when they emerge. The Ten-Year Plan consists of the following sections:

- **Ten Year Implementation Plan** - The recommended transit improvements, including their year of implementation and estimated operating and capital costs.
- **Ten Year Financial Plan** - An assessment of the estimated costs and revenue projections for the Ten-Year horizon of the TDP, including assumptions regarding revenue sources and policies.
- **Implementing Recommendations –** Additional considerations for implementing and potential funding sources.
- **Unfunded Transit Needs –** A list of those alternatives that cannot be funded under the current assumptions governing the Ten-Year Financial Plan, including assumptions regarding costs and potential funding sources for these alternatives.

Plan development indicated a capital funding shortfall beginning in FY 2028, largely due to vehicle replacement. The budget assumes increases in the state and federal grants beginning in FY 2030 due to increased ridership. This plan includes a set of planning studies that would guide future service changes and investments in the years ahead. The most productive of these planning studies is a COA which would support any service changes proposed here.

8.1 Ten Year Implementation Plan

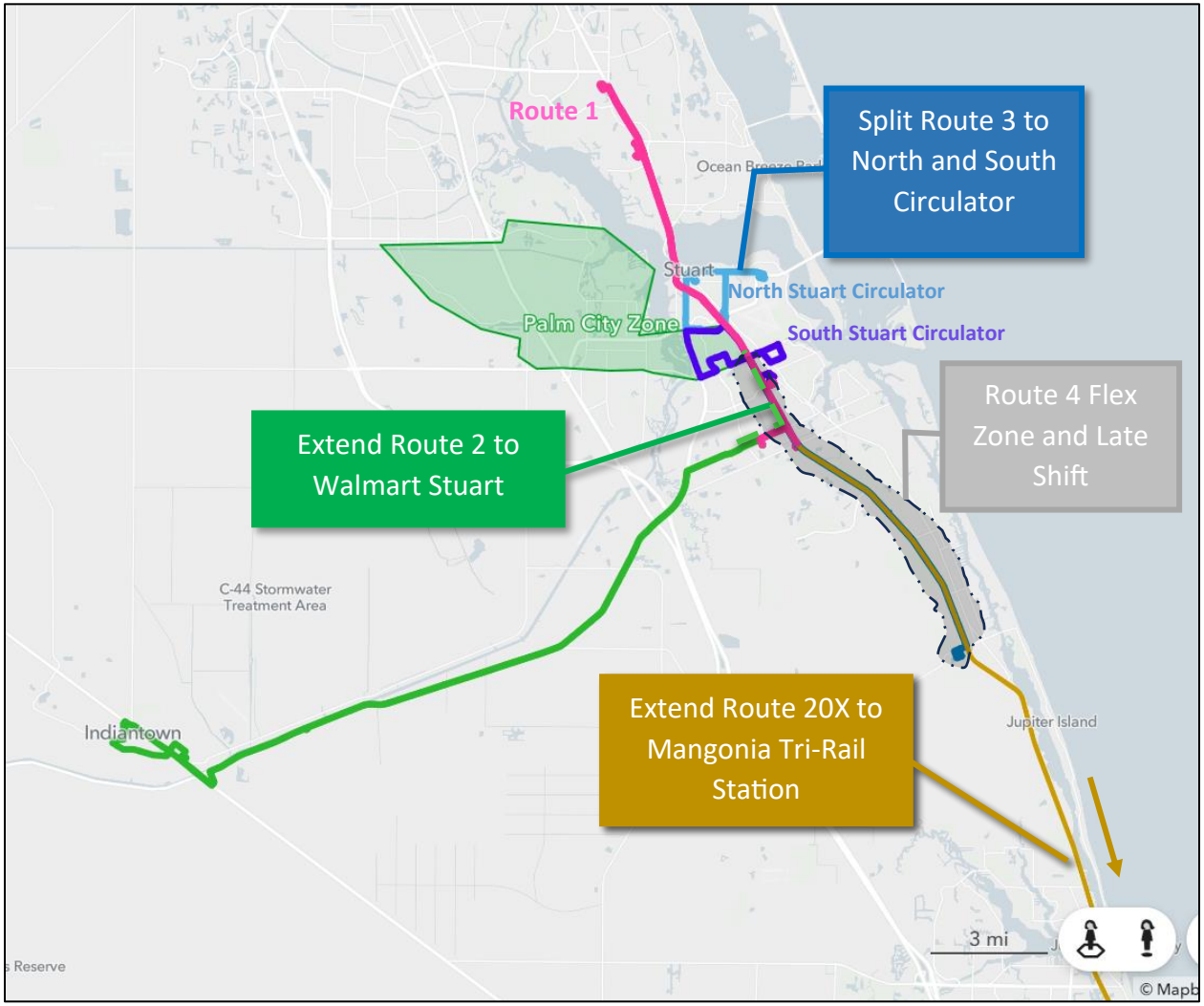
The Ten-Year Implementation Plan lists the funded TDP recommendations. The plan assumes a regular cycle of bus stop improvements annually to expand the network and ensure ADA PROWAG compliance. These stop installations include amenities and shelters at some locations. Additional amenities include installation of solar powered lighting and improved information displays. Fifty static and fifty real-time passenger information signs are recommended and funding was identified in both of the Operating and Capital programs. **Table 14** lists the bus stop construction cost estimates and notes what is included in the estimate.

Figure 43 illustrates the recommended service improvements to the transit system. **Table 15** lists the recommended improvements by implementation year, the description of the improvement as well as their estimated operating and capital costs. Note that applications for the funded projects identified in **Table 15** need to be submitted two years in advance of the implementation year.

Table 14: Bus Stop Construction Costs

Item	Cost (2024$)	Notes
Bus Stop Post	$3,000	Post only
Bus Stop	$8,000 each	Includes concrete pad
Enhanced Bus Stop	$30,000 each	Includes amenities
Transit Shelter	$40,000 each	Based on County actuals

Figure 43: Implementation Plan Map



Add Bus Stops (40)

Split Route 3 to
- North Stuart Circulator (35-min headways)
- South Stuart circulator (40-min headways)

Route 4 Flex (80-min headways) **and Late Shift TNC**

Extend Route 20X to Mangonia Park Tri-Rail Station (80-min headways

Palm City TNC Zone from 6 am to 8 pm. Weekdays only.

Saturday TNC Pilot Program Routes 1, 2, 3, 4 from 6 am to 8 pm

Table 15: Implementation Plan FY 2025-2034

Strategy/Project	Description	Year of Implementation	Funding Source
Fixed-Route	Maintain Existing Fixed-Route Service	2025-2034	Section 5307, 5310, 5311, FDOT PTBG, County
Paratransit	Maintain Existing Paratransit Service	2025-2034	Section 5307, 5310, 5311, FDOT PTBG, County
Marketing Campaign	Market development, communications and promotions. Leverage SFCS Program for Guaranteed Ride Home and advocating for mass transit.	2025-2034	FDOT SFCS, County

Adding Bus Stops to Existing Routes	• Prioritize new stops on Route 1 and 2.
	• New ADA compliant bus stop construction:
	  ○ 30 basic stops: 5 per year
	  ○ 10 enhanced stops: 2 per year
	• Solar powered lighting at 40 stops
	• 10 shelters at enhanced stops
	• 50 updates to at-stop static sign and information displays.
	• Coordinate with ART and Palm Tran on locations outside of Martin County.
		2025-2030	FTA Grants. FDOT Grants, FDOT Toll Credits, County, TBD

Customer Facility and ADA Upgrades	Public Works Department and Marty should have a transition plan for ADA compliance of transit infrastructure. Includes	2025-2034	FTA Grants. FDOT Grants, FDOT Toll

Strategy/Project	Description	Year of Implementation	Funding Source
	upgrades to make existing passenger facilities compliant with the Americans with Disabilities Act (ADA).		Credits, County, TBD
Investigate Scope and Procurement for Microtransit	Depending on the customer experience desired, begin exploring taxi partnerships or microtransit opportunities to add later service for Route 4, Saturday service for local routes, and Palm City TNC Zone	2025	Reallocation of Resources
Route 4 Flex / Pilot Later Shift Service	• Expand coverage and passenger safety with a Flexible Route operational tactic. • Relocate terminus to Banner Lake Community Center. • Ensure Route 4 services all overlapping Route 1 stops. • Implement later service with Pilot TNC service from 5:30 pm to 8:00 pm such as through taxi partnership.	2026	Reallocation of Resources
Route 2 Extend	Extend route terminus to Walmart in Stuart	2026	Reallocation of Resources extend Headway
Route 3 Split	Split route to North and South loops and add new bus stops.	2026	Reallocation of Resources
Route 20X Extend	Extend terminus to Tri-Rail Mangonia Park Station	2026	Reallocation of Resources
Bus Fleet Management Plan Update	Guide transition/SOW for fleet and facility power transition if desired	2026	Reallocation of Resources, TBD
Replacement Bus Acquisition	Begin procurement in 2027.	2027-2034	Section 5307, Section 5309,

Strategy/Project	Description	Year of Implementation	Funding Source
	Scheduled replacement of 14 buses with 12-year life cycle from 2028-2034.		5310, 5311, FDOT Toll Credits, County, TBD
Pilot Saturday Shift TNC Service for Route 1, 2, 3, 4	Pilot TNC service within service area of Routes 1, 2, 3, and 4 with existing spans of service (Monday to Friday).	2027	FDOT Transit Corridor, Service Development Grant, TBD
Route Planning and Scheduling Software	Annual evaluation of route schedules. One route per year for review & update coordinated service plan.	2027-2033	County, TBD
COA	Study to enhance transfer times, update headways. Review fare structure.	2027	Section 5339
Intermodal Hub Design Study	Begin procurement in 2026.	2027	County, TBD
Transit Development Plan Major Update	Required every 5-years for state block grant funding.	2029	County, TBD
Replacement Equipment Trip/Sparks Hardware	New/replacement of on-board equipment and networks for next generation Trip Sparks CAD/AVL	2029	County, TBD
Pilot Palm City TNC Zone	Implement microtransit service in Palm City TNC Zone.	2031	FDOT Transit Corridor, Service Development Grant, TBD

Table 16 lists the potential annual ridership of the recommended alternatives individually. It does not consider how the alternatives interact with each other as a system. Adding additional bus stops across the network is expected to generate over 77,000 additional boardings across the system annually (annualized to Year 2025). Implementation of the Ten-Year Plan is anticipated to generate 154,170 additional annual boardings (annualized to Year 2025), with the greatest gains in ridership from extending Routes 2 and 20X. By 2034, annual ridership is expected to grow to at least 294,136 trips (a 276% increase). In contrast the Ten-Year Transit Demand Analysis in Section 5 shows a 13% increase for the existing system.

Implementation of the Plan is anticipated to generate

294,136 trips

annually by 2034

Table 16: Ridership Potential from Implementation Plan

Alternative	Existing Ridership (2025) *	Estimated Additional Boardings (2025)	Projected 2034 Ridership	Cost per New Rider
Marketing Campaign	N/A	11,000	12,430	$(1.79)
Adding bus stops**	N/A	77,782	87,894	$(9.44)
Route 1	56,975	N/A	65,293	N/A
Route 4 Flex	5,393	3,046	8,895	$(12.50)
Route 4 Late Shift	N/A	646	681	$22.60
Route 2 Extend	14,143	16,800	34,873	$(1.79)
Route 3 Split	18,555	1,440	22,054	$(1.80)
Route 20X Extend	11,367	10,560	24,843	$(20.83)
Pilot Saturday Shift TNC for Routes 1, 2, 3, 4	N/A	12,430	14,046	$11.06
COA – Improve Transfer Timings	N/A	3,514	3,971	$(0.71)
Pilot Palm City TNC Zone	N/A	16,952	19,156	$15.50
System Total	**106,433**	**154,170**	**294,136**	

*** Projected to 2025 based on existing Marty ridership using TBEST.*

**Includes initial estimates for bus stops costs: $490,000 for 30 basic stop posts and 10 enhanced stops as shown in Table 14 costs.*

8.2 Ten Year Financial Plan

The Ten-Year Financial Plan assumes a gradual rollout of the recommended services and builds off costs incurred for similar projects in the County and elsewhere. **Table 17** summarizes the costs and revenues of the Ten-Year Financial Plan; a detailed breakdown of capital costs, operating costs, and revenues may be found in **Appendix H**. Key issues raised by that Ten Year Financial Plan are as follows:

- While revenues are anticipated to exceed costs for FY 2025-2027, the Plan projects that there will be shortfalls from FY 2028-FY2034, resulting in a cumulative shortfall of $5.3 million over the Ten-Year period.
- The greatest shortfalls in funding occur in those years where local government funding dips below 30% of total costs, indicating that there may be a need to identify additional local funding sources.
- In order for the County to maximize grant revenues, County match contributions would need to increase.
- 78% of the CIP is related to vehicle replacement and capital cost of vehicles. Although there are concentrations of cost occurring in FY 2028-2030, the value of the buses is distributed across the dozen or more years of operation. There are funding alternative strategies, and contract operation tactics, that could be explored as part of the COA Study and employed to minimize the impact on County funds and still ensure MARTY operations are providing a quality and up-to-date experience for customers.

Table 17: Ten Year Financial Plan Total Costs and Revenues

Total Operating and Capital Program Costs and Revenues	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Total Revenue	$4,069,899	$4,335,622	$4,459,821	$4,551,626	$4,621,236	$4,843,734	$5,223,911	$5,405,027	$5,570,550	$5,767,397	$ 48,848,824
Total Cost	$3,301,829	$3,935,454	$4,278,112	$5,470,282	$6,593,831	$6,409,062	$7,257,492	$6,002,811	$5,580,385	$5,350,568	$ 54,179,826
Net Total (Contingency/Need)	$768,070	$400,168	$181,709	($918,656)	($1,972,594)	($1,565,328)	($2,033,581)	($597,784)	($9,834)	$416,829	$ (5,331,002)
% Local Governmental Share of Total Cost	46%	39%	35%	28%	23%	23%	23%	28%	32%	36%	29.7%

8.2.1 Operating Program

Cost Estimates

Almost all the projected costs are for maintaining existing services and other direct operating costs such as County personnel. The plan indicates cost increases representing 8% of the overall Ten-Year period costs to fund new and expanded services, which are partially offset by the increase in projected fare revenue.

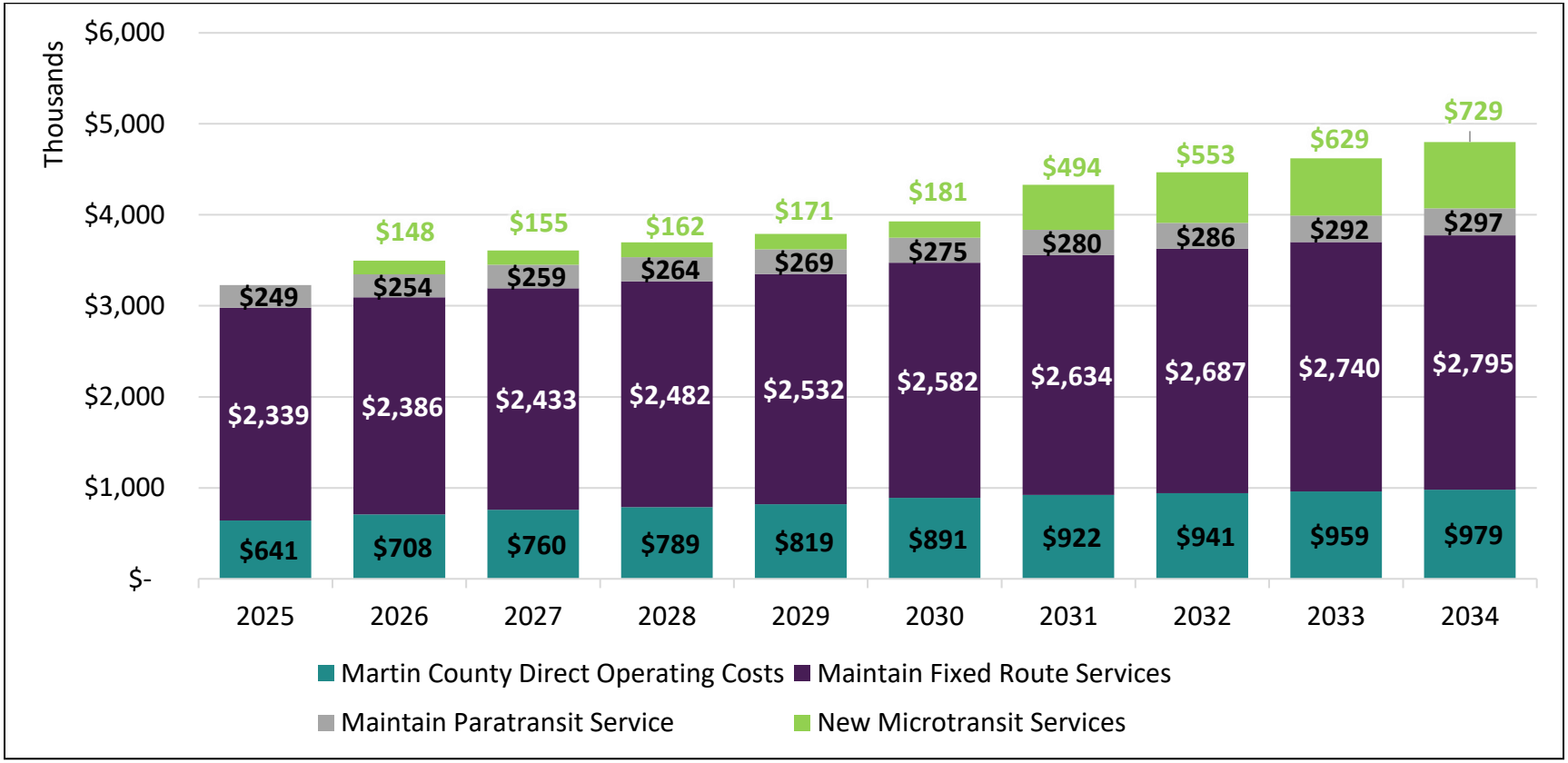
Microtransit service costs were calculated based on the Uber cost formula for service in Martin County. Inputs included number of passenger trips, vehicle miles of travel and travel times. An administrative allowance is also added for each trip provided.

Bus stop maintenance costs for the bus stop and shelter expansion were included in operating costs. **Table 18** summarizes the operating costs by program. **Figure 44** shows Marty's projected operating costs by program and by fiscal year.

Table 18: Operating Costs by Program

Operating Program	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Operating Costs											
Martin County Direct Operating Costs	$641,111	$708,405	$760,403	$789,437	$818,989	$890,878	$922,079	$940,520	$959,331	$978,517	$ 8,409,669
Maintain Fixed Route (Non-Urbanized)	$257,627	$262,780	$268,035	$273,396	$278,864	$284,441	$290,130	$295,933	$301,851	$307,888	$ 2,820,947
Maintain Fixed Route (Urbanized)	$1,508,960	$1,539,139	$1,569,922	$1,601,320	$1,633,347	$1,666,014	$1,699,334	$1,733,321	$1,767,987	$1,803,347	$16,522,689
Maintain Commuter Bus (Urbanized)	$572,301	$583,747	$595,422	$607,330	$619,477	$631,866	$644,503	$657,394	$670,541	$683,952	$ 6,266,532
Provide Paratransit	$248,901	$253,879	$258,956	$264,135	$269,418	$274,806	$280,302	$285,909	$291,627	$297,459	$ 2,725,392
New MicroTransit Service(s) (Non-Urbanized)	$0	$28,093	$29,813	$32,270	$35,629	$40,124	$46,090	$54,002	$64,537	$78,670	$ 409,229
New MicroTransit Service(s) (Urbanized)	$0	$120,211	$125,067	$130,120	$135,377	$140,846	$448,360	$499,157	$564,831	$650,489	$ 2,814,459
Total Operating Costs	**$3,228,899**	**$3,496,253**	**$3,607,618**	**$3,698,009**	**$3,791,100**	**$3,928,975**	**$4,330,799**	**$4,466,235**	**$4,620,706**	**$4,800,323**	**$39,968,917**

Figure 44: MARTY Operating Costs by Program by Fiscal Year



Revenue Estimates

Operating revenue assumptions are based on projected ridership and grants to support operating costs. Operating revenue has a 50% match requirement. The largest operating revenue source is local County funds, which were inflated 2% annually to account for inflation. Federal grant sources include Section 5307 Urbanized Area Programs, Section 5311 Non-Urbanized Area Programs, and Section 5339 Bus and Bus Facilities Federal funding, including 20% local match funding for FDOT and FTA grants. Section 5307 and 5339 funds were kept at existing levels from FY 2025 to FY 2029 and were increased thereafter 5% in 2030 and decreased 1% annually

thereafter to 1% in 2034 to reflect inflation and formula increases resulting from increased ridership. FDOT State Block Grants funding levels from 2025 to 2029 were obtained from the FDOT Tentative Work Program Public Hearing Report Fiscal Year 2025 to Fiscal Year 2029 and were increased similarly beginning in 2030.

Fare revenue was based on ridership projections as well as average fares paid per passenger ridership projections were based on ridership growth rates estimated in TBEST, as well as assumptions for new services that factored population and paratransit usage. The average paid fare per passenger for local, express, and paratransit service was assumed to be $1.35, $1.80, and $2.70, respectively. Average paid fare increases of $0.25 for local service, $0.30 for express service, and $0.50 for paratransit service beginning in FY 2031 were assumed. The added utility of the Route 20X extension to the Mangonia Park Tri-Rail Station is captured by a $0.25 increase in the express service fare. With this new County revenue source filling the gap, and the delay in implementing new and changed services, excess program revenue resulted from the represented timing and amount of fare increases. **Table 19** summarizes the operating revenues by program and by fiscal year. **Figure 45** shows the operating revenue by source and by fiscal year. **Figure 46** shows the overall operating program balance.

Table 19: Operating Revenues by Program

Operating Program	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Operating Revenues											
Farebox Revenues	$165,782	$242,226	$303,747	$356,908	$408,246	$456,897	$569,599	$636,124	$656,269	$677,423	$ 4,473,220
Non-Transportation Revenues	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Federal Section 5307 Urbanized Grant Program	$510,000	$510,000	$510,000	$510,000	$510,000	$535,500	$556,920	$573,628	$585,100	$590,951	$ 5,392,099
Federal Section 5311 Non-Urbanized Grant Program	$164,176	$171,915	$180,027	$188,168	$188,168	$197,576	$205,479	$211,644	$215,877	$218,035	$ 1,941,066
FDOT State Block Grants	$313,604	$404,165	$417,575	$430,102	$430,102	$451,607	$469,671	$483,762	$493,437	$498,371	$ 4,392,396
FDOT Transit Corridor Grant Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Local (General) Funds for Contractual Services/Local Match	$2,075,338	$2,166,316	$2,207,472	$2,225,448	$2,243,720	$2,319,104	$2,503,869	$2,553,947	$2,655,026	$2,808,126	$23,758,366
Total Operating Revenue	**$3,228,899**	**$3,494,622**	**$3,618,821**	**$3,710,626**	**$3,780,236**	**$3,960,684**	**$4,305,539**	**$4,459,104**	**$4,605,709**	**$4,792,907**	**$39,957,147**
Net Operating (Revenues - Costs)	**$0**	**($1,631)**	**$11,203**	**$12,617**	**($10,864)**	**$31,709**	**($25,260)**	**($7,131)**	**($14,997)**	**($7,416)**	**$ (11,770)**
Cummulative	**$0**	**($1,631)**	**$9,573**	**$22,189**	**$11,326**	**$43,035**	**$17,775**	**$10,643**	**($4,354)**	**($11,770)**	

Figure 45: Operating Revenue by Source

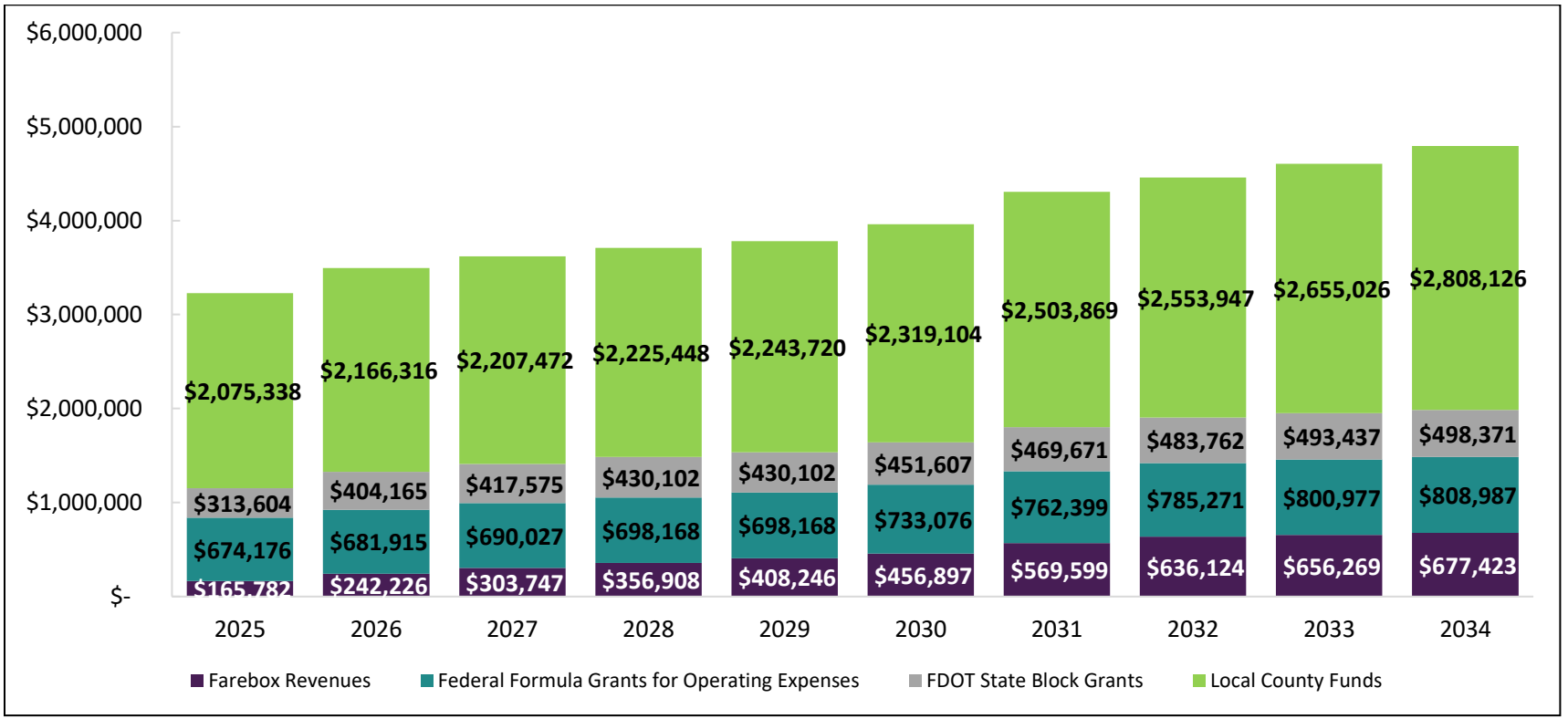
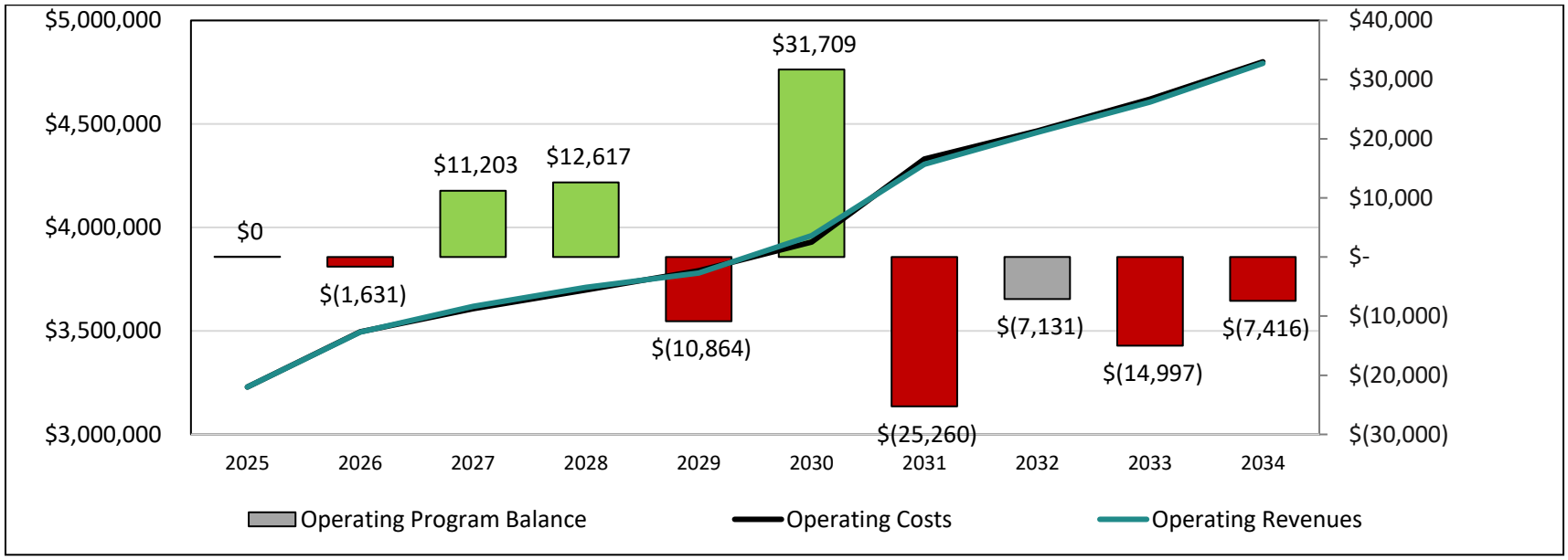


Figure 46: MARTY Operating Program Balance (Secondary Axis)



8.2.2 Capital Program

Cost Estimates

The capital component of the finance plan assumes a standard 2% inflation rate from 2024 dollars. Capital grants have a 20% match requirement. The finance plan includes a regular replacement cycle to maintain a state of good repair for 14 revenue vehicles, each of which has a 12-year life cycle. The plan also calls for the purchase of one additional bus in FY 2028. Replacement buses are assumed to cost $530,000 each (2024$). The plan also assumes new van or cutaway bus acquisition for paratransit service beginning in FY 2028, with a six-year life cycle ($75,000 per van/cutaway bus), and upgrades to on-board technology (CAD/AVL). While the financial plan assumes that the fleet will remain a diesel fleet, it also includes a study in the medium term (FY 2027) to determine if conversion to hybrid or electric propulsion is warranted.

A capital cost for microtransit was allocated to allow for either self-operated or contract-operated service with branded vehicles. The capital cost of providing branded vehicles dedicated to the Martin County services was estimated based on operating wheelchair accessible vehicles (modified mini vans) and is displayed as a "capital cost of contracting" allocation based on a per trip basis.

The single largest driver of the current capital program is planned bus replacements in FY 2028-2033. The purchase of revenue vehicles represents 73% of the total capital program. Beginning in FY 2029 and onward, planned capital expenditures exceed the available identified funding and any additional capital costs would need to be funded through an additional to-be-identified source. **Table 20** summarizes the capital costs by program and by fiscal year.

Table 20: Capital Costs by Program

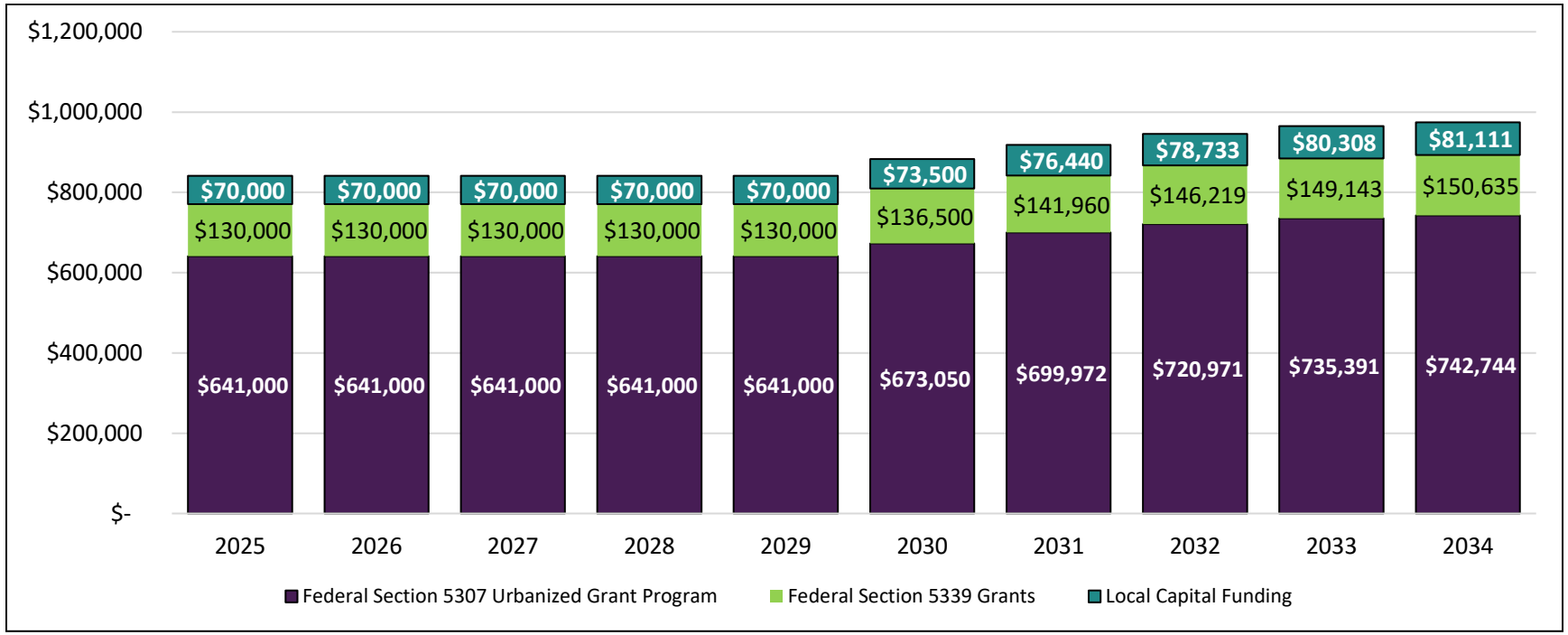
Capital Program	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Capital Costs											
Replacement Revenue Vehicles	$0	$0	$0	$736,054	$1,921,101	$1,875,060	$2,435,214	$1,241,959	$633,399	$0	$ 8,842,787
Replacement Non-Revenue Vehicles	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Expansion Revenue Vehicle(s)	$0	$50,456	$52,680	$628,895	$58,089	$61,406	$138,536	$153,988	$173,909	$199,849	$ 1,517,808
Expansion Non-Revenue Vehicles	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Transit Plans and Studies	$0	$0	$201,630	$0	$331,224	$0	$0	$0	$0	$182,849	$ 715,703
Transit Security Equipment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Transit Technology	$0	$0	$18,571	$0	$74,285	$113,655	$110,408	$0	$0	$0	$ 316,919
Transit Customer Facility/Bus Stop Infrastructure	$72,930	$357,533	$365,777	$374,851	$384,910	$396,180	$208,075	$105,479	$116,518	$130,977	$ 2,513,231
Other Transit Capital Projects	$0	$31,212	$31,836	$32,473	$33,122	$33,785	$34,461	$35,150	$35,853	$36,570	$ 304,461
Total Capital Costs	**$72,930**	**$439,201**	**$670,494**	**$1,772,273**	**$2,802,731**	**$2,480,087**	**$2,926,693**	**$1,536,576**	**$959,679**	**$550,245**	**$14,210,909**
TOTAL OPERATING AND CAPITAL COSTS	**$3,301,829**	**$3,935,454**	**$4,278,112**	**$5,470,282**	**$6,593,831**	**$6,409,062**	**$7,257,492**	**$6,002,811**	**$5,580,385**	**$5,350,568**	**$54,179,826**

Table 21 summarizes the capital revenues by program and by fiscal year. **Figure 47** illustrates the capital program revenues.

Table 21: Capital Revenues by Program

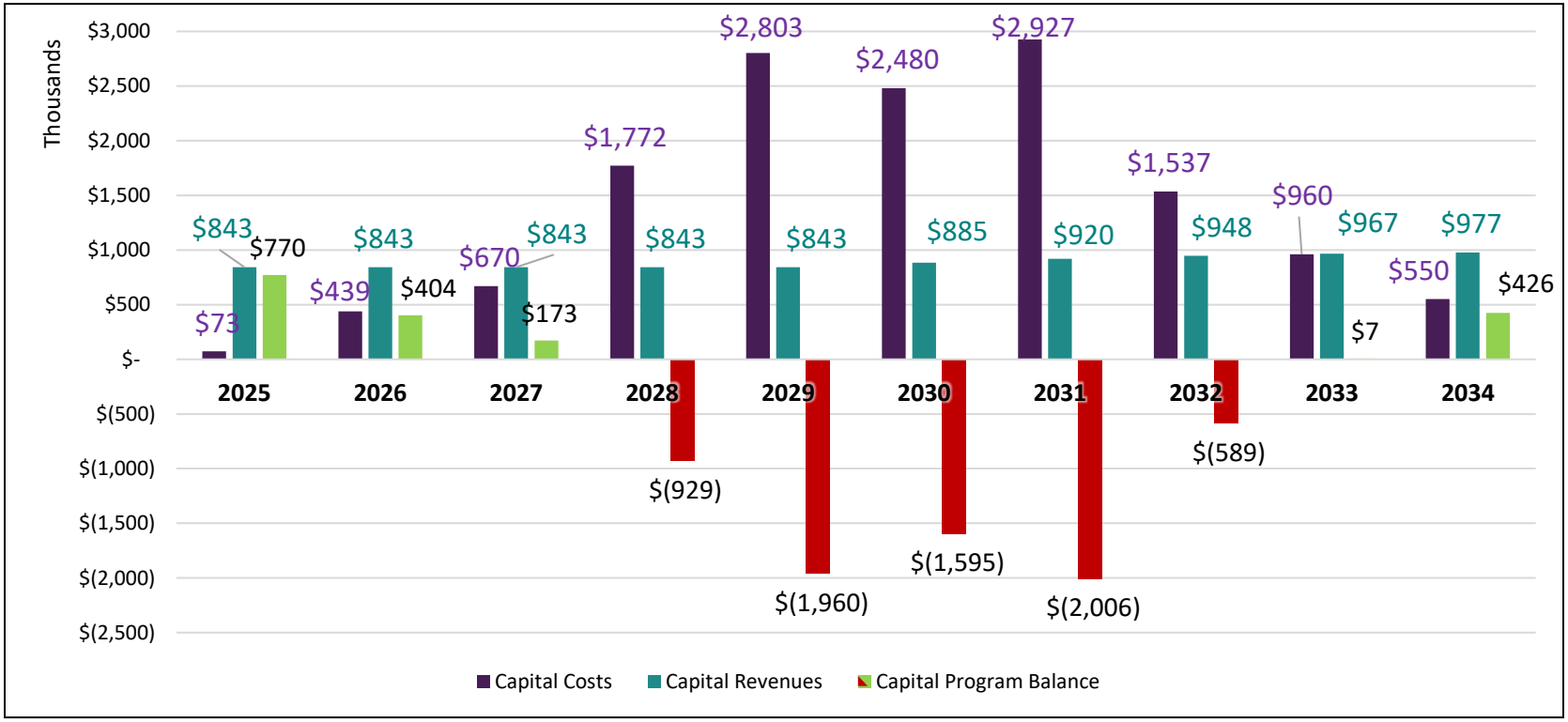
Capital Program	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Capital Revenues											
Federal Section 5307 Urbanized Grant Program	$641,000	$641,000	$641,000	$641,000	$641,000	$673,050	$699,972	$720,971	$735,391	$742,744	$ 6,777,128
Federal Section 5311 Non-Urbanized Grant Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Federal Section 5339 Grants	$130,000	$130,000	$130,000	$130,000	$130,000	$136,500	$141,960	$146,219	$149,143	$150,635	$ 1,374,457
State Capital Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Local Capital Funding	$70,000	$70,000	$70,000	$70,000	$70,000	$73,500	$76,440	$78,733	$80,308	$81,111	$ 740,092
Fuels Taxes and Other Capital Funding	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Total Capital Revenue	**$841,000**	**$841,000**	**$841,000**	**$841,000**	**$841,000**	**$883,050**	**$918,372**	**$945,923**	**$964,842**	**$974,490**	**$ 8,891,677**
Net Capital (Revenues - Costs)	**$768,070**	**$401,799**	**$170,506**	**($931,273)**	**($1,961,731)**	**($1,597,037)**	**($2,008,321)**	**($590,653)**	**$5,163**	**$424,245**	**$ (5,319,232)**
Cummulative	**$768,070**	**$1,169,869**	**$1,340,375**	**$409,102**	**($1,552,629)**	**($3,149,666)**	**($5,157,987)**	**($5,748,640)**	**($5,743,477)**	**($5,319,232)**	

Figure 47: Capital Program Revenues



Due to the large capital costs of replacement vehicles in the medium term, the capital program also indicates a funding gap, as other regular capital program costs will recur in this timeframe as well (for example, repairs and upgrades of bus stops, IT equipment replacement, etc.). **Figure 48** illustrates the capital program balance from FY 2025 to FY 2034.

Figure 48: Marty Capital Program Balance by Fiscal Year



8.3 Implementing Recommendations

The following are additional recommendations to consider as Marty strategically implements improvements. Funding for vehicle replacement needs to be addressed proactively. Typically, for large capital expenses like fleet replacement, transit agencies utilize some gap-funding techniques to enable award of contracts and completion of the vehicle replacement such as:

- County Revenue Bonds for Capital Projects
- Short-term Asset-backed loans from the Private Sector
- National Infrastructure Bank in the form of Loans, Loan Guarantees or Lines of Credit
- County Inter-fund transfers and internal asset loans
- County Vehicle Replacement fund capital to meet cashflow requirements of procuring replacement vehicles
- Agreement with FTA for a full-funding agreement, pledging future formula allocations in return for an early release of 5307, 5311 and 5339 Grant expenditure authority
- State-level funding programs to supplement federal transit funding

Marty could consider utilizing Access Marty vehicles and the existing service provider for implementing microtransit service. Depending on the recommended operational needs identified by the bus fleet update, Marty can explore the use of smaller vehicles to reduce purchase prices.

The following are grants and resources to explore for funded and unfunded alternatives:

- FDOT Public Transit Service Development Grants
- FDOT Transit Corridor Grants
- FDOT Florida Rural Transit Administration Program (RTAP)
- FDOT Park and Ride Lot Program Grants
- FDOT Toll Revenue Credits
- USDOT Capital Investment Grants (New Starts, Small Starts and Core Capacity)
- USDOT Low or No Emission Vehicle Program (Low-No)
- USDOT Rural and Small Urban Transit Program
- USDOT State of Good Repair Grants (Section 5337)
- USDOT Bus and Bus Facilities Formula Grants (Section 5339)

- USDOT Advanced Transportation Technologies and Innovation (ATTAIN)
- USDOT Buses and Bus Facilities Program
- USDOT Charging and Fueling Infrastructure Discretionary Grant Program (CFI)
- USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grant (PROTECT) Program
- USDOT Rebuilding American Infrastructure with Sustainability and Equity Grants (RAISE)
- USDOT Reconnecting Communities and Neighborhoods Grant Program
- USDOT Rural Surface Transportation Grant Program
- USDOT Safe Streets and Roads for All (SS4A) Grant Program: SS4A Planning and Demonstration Grants
- USDOT Accelerating Innovative Mobility (AIM)
- USDOT Enhancing Mobility Innovation (EMI)
- USDOT Integrated Mobility Innovation (IMI)
- USDOT Mobility on Demand (MOD) Sandbox programs 5312
- USDOT Pilot Program for Innovative Coordinated Access and Mobility Grants (ICAM)

Refer to **Appendix C** for more information on the potential grants to explore.

8.4 Unfunded Transit Needs

Unfunded annual operating costs for fixed-route service were based on the estimated revenue hours of service and cost per revenue hour. **Table 22** provides summary and costs estimate for recommendations and potential funding sources.

$2.5 million in unfunded annual operating needs (2024$)

$3.2 million in unfunded capital needs (2024$)

Table 22: Unfunded Transit Needs

Strategy	Operating Cost (2024$)	Capital Cost (2024$)	Potential Funding Source
Intermodal Hub	TBD	TBD	Leverage Brightline on Intermodal hub, Section 5307, Section 5309, Bus Facilities, FDOT Toll Credits, and/or Local Funds
Additional At-Stop LCD Real-Time Bus Arrival Displays	TBD	$10,000-$15,000 each	Section 5307, Section 5309, Bus Facilities, FDOT Toll Credits, FDOT Intermodal Program, FDOT Park and Ride Lot Program (where applicable) and/or Local Funds
Sunday Shift Routes 1, 2, 3, and 4	$128,934		FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Stuart TNC Zone	$1,088,100		FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Route 2 Express / Indiantown TNC Zone	$116,052	TBD	FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Jensen/Rio/Ocean Breeze TNC Zone	$217,620	TBD	FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Port Salerno TNC Zone	$93,690	TBD	FDOT Transit Corridor or Service Development Programs, RideUnited Grants
Kanner Hwy Fixed-Route	$685,690*	$1,060,000*	Section 5307, Section 5309, FDOT Transit Corridor or Service Development Programs
Jensen Beach Trolley	$217,630*	$1,590,000*	Section 5307, Section 5309FDOT Transit Corridor or Service Development Programs
Transit Planning Studies and Plans			

Strategy	Operating Cost (2024$)	Capital Cost (2024$)	Potential Funding Source
O&M Facility Planning and Design Study		$150,000	TBD
Sustainability and Resilience Study		$25,000	TBD
Comprehensive Financial Assessment		$25,000	TBD
Technology Deployment Study		$40,000	TBD
Safety and Security Audit		$25,000	TBD
Fleet Power Transition Study			Section 5335 and/or Local Funds
Emergency Response Planning		$25,000	TBD
Customer Facilities and ADA Facility Compliance		$40,000	TBD
Triennial Review Support		$10,000	Local
Transit Asset Audit and Replacement Plan		$80,000	TBD
Human Resource Recruiting, Retention and Development Study		$25,000	TBD
Operations Scope of Work Development and Procurement Support		$25,000	TBD

Strategy	Operating Cost (2024$)	Capital Cost (2024$)	Potential Funding Source
Study of Transit Value/Benefits to Martin County		$40,000	TBD

*Does not include required complementary ADA paratransit service

Appendix A: Public Involvement Plan

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

September 18, 2023

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
3481 S.E.Willoughby Blvd.,Suite 101
Stuart, FL 34994

SUBJECT: Transit Development Plan Public Involvement Plan (TDP PIP) Compliance Determination

Dear Ms. Beltran:

The Florida Department of Transportation (FDOT) has reviewed and approves the Martin County 2024-2033 TDP PIP and finds that the agency has satisfied its obligations pursuant to the requirements of Chapter 14-73 of the Florida Administrative Code.

If you have any questions or comments regarding the results of the TDP PIP review process, please do not hesitate to contact me at 954-777-4661 or jayne.pietrowski@dot.state.fl.us.

Sincerely,

DocuSigned by:
Jayne Pietrowski
0E14695055194BD...

Jayne Pietrowski, AICP
Senior Transit Coordinator
Office of Modal Development
District Four

cc: File
Lucine Martens, Martin MPO

Marty Transit Development Plan

MAJOR UPDATE FROM 2024 – 2033

Public Involvement Plan

FINAL REPORT

AUGUST 22, 2023

MARTIN COUNTY, FLORIDA
Your County. Your Community.

Marty Transit Development Plan

MAJOR UPDATE FROM 2024 – 2033

Public Involvement Plan

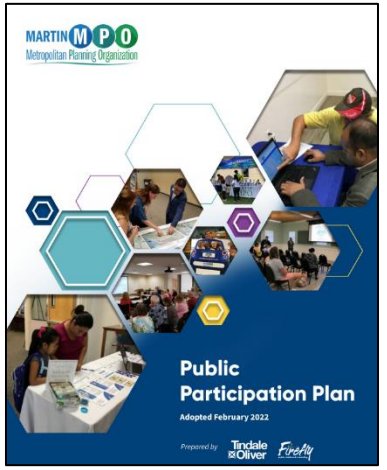
PREPARED FOR:
Martin County Public Transit (Marty)

PREPARED BY:

1. Introduction

The State of Florida requires a Transit Development Plan (TDP) for transit providers that receive State Transit Block Grant program funding which is regulated by the Florida Department of Transportation (FDOT). Martin County Public Transit (Marty) is a recipient and the agency coordinates with FDOT District 4 on program compliance.

Major TDP updates are required by FDOT every five (5) years, with Annual Progress Reports (APRs) due for the four (4) interim years between major updates. The TDP is a ten-year strategic guide for public transportation in the community and represents the County's vision for public transportation. This plan is a Major Update to cover Fiscal Years (FY) 2024-2033.



Florida TDP regulations require that Major Update contain a Public Involvement Plan (PIP) to be consistent with the local Metropolitan Planning Organizations (MPO) Public Participation Plan (PPP). The Martin MPO is providing the funding for this TDP Major Update. The MPO PPP outlines the process and expectations for public engagement during the MPO's transportation planning and decision-making activities. Early and continuous involvement of the public audience is essential to ensure that the outcome of Martin MPO's planning products meets the needs of local communities.

The FDOT TDP Handbook guides preparing and reviewing TDPs and will be the guiding document for this effort. The Handbook recommends that planning for TDP public outreach should start at the early stages of the TDP process to ensure a timely implementation of the activities and to maximize public participation. The Martin MPO funded an early start to the County TDP process by undertaking a Transit Efficiency Study (TES) as a precursor study to this Major Update. The TES was conducted over eight months to gauge public and elected officials support for the future of transit in Martin County and to educate the community on the upcoming TDP process. The TES Project Team performed: a ride along on two (2) Marty routes to experience the system as a rider and to meet users of the system; a public survey posted on the County and MPO

websites, an Open House and presented the project at two (2) rounds of MPO Advisory Committee and Policy Board meetings. TES recommendations were presented at the June, 19, 2023 Policy Board Meeting along with the Draft TDP Scope of Services. The Policy Board approved direction for the TDP to be focused on ridership improvements on existing routes and also commented that the TDP scope should include a Public Open House in each County Commission District.

Martin County also has an official Public Involvement Policy that requires Marty to solicit public input prior to, or during, the development of any transit enhancement resulting in a major service change or fare increase. The public input process includes, but is not limited to, public forums, public hearings, or written or electronic comment forms. Marty Staff will develop recommendations as to the appropriate type and level of public input based on Federal and State program requirements. The official policy is provided in Appendix A.

This TDP PIP has been developed to be consistent with the MPO PPP and the Marty Public Involvement Policy.

2. Guidelines and Regulations

Title VI of the Civil Rights Act

The MPO is committed to ensuring that no person, based on race, color or national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, will be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination or retaliation under any MPO and Martin County program or activity.

Environmental Justice

Title VI of the 1964 Civil Rights Act and the 1994 U.S. Department of Transportation (DOT) Order on Environmental Justice requires that the transportation planning process seek to identify the needs of low-income and minority populations. The MPO is committed to enhancing public involvement activities to identify and address the needs of minority and low-income populations in making transportation decisions.

Limited English Proficiency (LEP)

Public transportation providers receiving federal funding from the U.S. DOT have a responsibility, under Title VI of the Civil Rights Act of 1964, to take reasonable steps to ensure that persons with Limited English Proficiency (LEP) have meaningful access to benefits, services, information, and other important programs and activities. Persons with LEP include individuals who have a limited ability to read, write, speak, or understand English. The MPO is committed to creating a positive environment for persons with LEP and ensuring that they have an opportunity for full participation in public involvement activities.

Special Accommodations

Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who need translation services to participate in public meeting activities are requested to notify the MPO at least 48 hours before workshops or meetings. Requests for alternative format materials or translation should be made in advance to accommodate the development and provision of these materials. Martin County, public meeting notices will include the contact number for MPO staff and the deadline date for requesting special accommodations at workshops or meetings.

3. Project Review Committee

A Project Review Committee (PRC) is recommended by the TDP Handbook and will be utilized in this Major Update. The PRC will be convened to provide overall management, project progress and strategic direction for TDP implementation. The PRC was developed early in the process and a request to participate and invitations to monthly meetings (9) were sent on August 11, 2023. Attending Agency Representatives are listed below:

- CareerSource Research Coast
- Florida Department of Transportation District 4
- Martin County Growth Management
- Martin County Public Transit
- Martin County Public Works
- Martin Metropolitan Planning Organization

4. Community Stakeholders

The precursor TES study organized a Stakeholder Working Group (SWG) with participants having a variety of roles, perspectives and needs for public transportation in Martin County. The SWG included 31 members and two (2) meetings with the group were held at strategic points in the project. This TDP Update will utilize the TES SWG as the foundation for a TDP Community Stakeholders working group with the addition of new participants. New members will be added in coordination with MPO and Marty staff at the beginning of the TDP process. An important addition to the Community Stakeholders group is the Regional Workforce Board for the Treasure Coast known as CareerSource Research Coast (CRSC). The CRSC Martin County Center Manager, Joe Azevedo, was contacted by telephone on August 10, 2023 and agreed to be a participant in this significant project.

Per the FDOT TDP Handbook and regulations, the CRSC will be an active member of the PRC and Project Management Team, and will be given the opportunity to comment on project deliverables throughout the entire process.

5.Transit Development Plan Branding

The TDP Handbook encourages branding to be coordinated and cohesive with the Agency's existing identity, in an effort to increase awareness and recognition. The creation of a brand improves communication with the public and leads to further engagement with the community. The brand will be used on all related materials and documents in association with the TDP progress and deliverables. The brand focuses on the connection between the transit users and destinations in Martin County.

6. TDP Public Involvement Process

The public involvement process for developing the TDP seeks transit users' and non-users' public input on transit needs, priorities, and implementation strategies to enhance public transportation in Martin County and the region. A "toolbox" will be created for agencies to select and employ outreach practices for possible activities.

"The TDP preparation process shall include opportunities for public involvement as outlined in a TDP Public Involvement Plan." – Florida Rule 14-73.001

The PIP process will include five key components:

1. Approved TDP Public Involvement Plan (PIP)
2. Opportunities for public involvement outlined
3. Solicitation of comments from the Regional Workforce Board (RWB)/CSRC
4. Notification to FDOT and CSRC of meetings
5. Provide review opportunities for FDOT and CSRC

The project schedule identifies coordination with the Project Management Team and outreach to the Public, Elected Officials, and Stakeholders.

Public involvement activities engage the public in "hands-on" Open Houses/Listening Sessions and Discussions about the project. Public meetings will be promoted on transit vehicles, in libraries, and shared electronically on the Martin County Public Website, data bases and social media portal as well as the MPO public databases.

Public Involvement Activities

- ***Project Kick-Off Meeting –*** A Kick-Off meeting will be held at the beginning of the project to discuss and reconfirm objectives, scope and schedule. Participants will include MPO and MARTY Staff and key staff from the Consultant Support Team (Consultant).
- ***Project Review Committee (PRC) Meetings (9) –*** The MPO will hold monthly PRC Meetings with the PRC. The PRC was developed early in the process and a request to participate and invitations was sent to the CSRC, FDOT District 4 and Martin

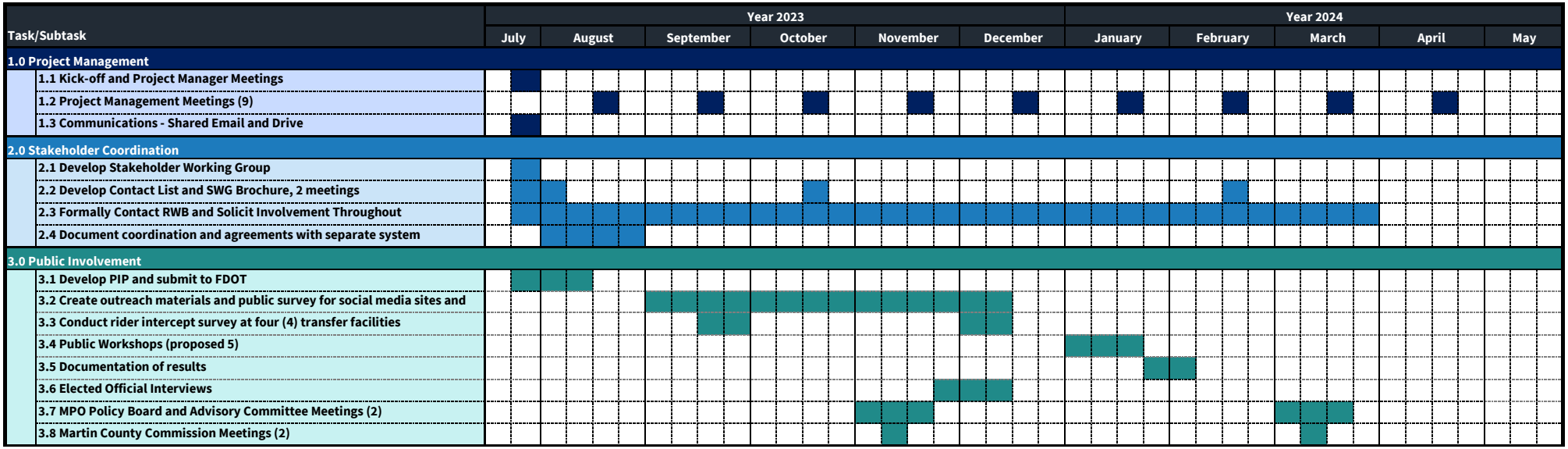
County Growth Management, Public Transit and Public Works. Nine (9) monthly meetings will be held. The meetings will include coordination and discussion on project schedule, progress reporting and include discussions on public outreach status including but not limited to: logistics for upcoming events, intercept survey strategies and online survey results.

- ***Public Open Houses/Listening Sessions (6) –*** Public Open Houses/Listening Sessions will be held in each of the five (5) County Commission Districts. Two (2) meetings will be held in District 3 to accommodate the east and west sections of the district for a total of six (6) meetings.
- ***Community Stakeholder Coordination Meetings –*** *The Community Stakeholders working group* will meet up to two (2) times. The meetings will be held before the Policy Board and Advisory Committee meetings to provide input and support for deliverables.
- ***Elected Officials Interviews –*** One-on-one interviews with nine (9) elected officials including the eight (8) MPO Board Members and one (1) Non-MPO County Commissioner, will be conducted to provide input for the TDP.
- ***The MPO Policy Board and Advisory Committee*** **-** There will be two rounds of meetings with the MPO Advisory Committee Meetings and Policy Board. The first round of meetings will be held after analyzing existing conditions, goals, and objectives. In the second round of meetings, the Team will present the draft report and recommendations.
- ***Martin County Board of County Commissioners –*** The TDP will be ultimately approved by the Martin County Board of County Commissioners. The County Commission presentations will occur at the same time to MPO Advisory Committees are scheduled. Board of County Commissioner Meetings are Publicly Noticed meetings
- ***Notification of State and Local Agencies –*** The CSRC and FDOT will be advised of all public meetings via email. In addition, project deliverables will be submitted to both to solicit feedback and comments.

7. TDP Public Involvement Schedule

A tentative project schedule has been developed for the public involvement portions of the Martin County TDP Major Update. Dates for specific meetings and public involvement activities are approximate and subject to change pending guidance from County staff.

Martin MPO: Major Update to the MARTY Transit Development Plan Outreach Schedule



Marty Public Involvement Policy

BOARD DIRECTED POLICY

To: BCC Employees **From:** Taryn Kryzda, County Administrator

Subject: **Martin County Public Transit – Public Involvement Policy**

Effective Date: October 5, 2021 **Created by:** William Powell, Transit Administrator

BCC Meeting: October 5, 2021 **Agenda #:** 22-0070 **Item #:** CNST-8

PURPOSE

Martin County Public Transit (MARTY) will solicit public input prior to or during the development of any transit enhancement resulting in a major service change or fare increase. The public input process includes, but is not limited to, public forums, public hearings, or written or electronic comment forms. MARTY Staff will develop recommendations as to the appropriate type and level of public input based on Federal and State program requirements.

POLICY

A public hearing is mandatory when a fare increase or major service change is proposed prior to change adoption. A determination is made related to each proposal as to the appropriate scheduling of the public hearing. If service changes are temporary in nature the MARTY Staff may approve these types of temporary changes. For fare increases or major service changes, the public hearing will be held prior to the initiation of the proposed action. Martin County will consider and implement the principles of equality for all citizens pursuant to requirements of the Federal Transit Administration, as reported in Circular 9030.1b, Section V.5.o, to the extent reasonably possible.

DEFINITIONS

A fare increase shall be defined as any change to an existing, established fare rate or fare type applicable to a regular fixed route, commuter express, or paratransit that results in a higher fare rate than is currently in effect.

A major service change shall be defined as any action that reduces service hours and/or service miles by 50 percent of the entire system.

PROCEDURE

Martin County Public Transit (MARTY) will solicit public input prior to or during the development of any transit enhancement resulting in a major service change or fare increase. The public input process includes, but is not limited to, public forums, public hearings, or written or electronic comment forms. MARTY Staff will develop recommendations as to the appropriate type and level of public input based on Federal and State program requirements.

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A fare increase shall be defined as any change to an existing, established fare rate or fare type applicable to a regular fixed route, commuter express, or paratransit that results in a higher fare rate than is currently in effect.

A major service change shall be defined as any action that reduces service hours and/or service miles by 50 percent of the entire system.

Any fare increase or a major service change for transit service shall commence with a Notification of Intent published in a daily newspaper with countywide circulation.

The Notice of Intent shall state that any fare increase for transit or major service change will become effective in 30 days unless a request for a public meeting is received within 15 days of the publication of the notice. The Notice of Intent shall provide the proposed change in fare or service and the method for providing public comment or requesting a public meeting. Requests for a public meeting may be submitted through any means supported by the Martin County Board of County Commissioners including written correspondence, on-bus comment forms, phone, fax, or email.

Information to be available during the public input period shall include the current and proposed fare structure and service provision, a summary of the proposal, and the current and proposed transit budget.

Day 15
The public comment period expires. Following the public comment period, a summary of public comments shall be prepared by the Staff of the Martin County Board of County Commissioners. The summary of public comments shall also contain an analysis of how the public comments were considered by staff in the fare or service proposal and provided to the Martin County Board of County Commissioners.

Day 20 (No Request for Public Meeting Received)
A Notice of Change shall be published in a daily newspaper with countywide circulation within 20 days of the published date of the Notice of Intent and following transmittal of the fare proposal, summary, and all public comments to the County Administrator of the Martin County Board of County Commissioners. The County Administrator or the Board of County Commissioners can request a public meeting within ten days after receipt.

The Notice of Change shall state that any fare increase for transit or major service change will be implemented within 10 days of publication. The Notice of Change shall provide the proposed change in fare or service.

Day 30 (No Request for Public Meeting Received)
If no request for a public meeting is received, the fare or service proposal becomes effective. A Notice of Provisions shall be published in a daily newspaper with countywide circulation on the date of commencement of the fare increase or major service change. The Notice of Provisions shall provide the new fare or service provisions.

Day 20 (Request for Public Meeting Received)
A Notice of Change shall be published in a daily newspaper with countywide circulation within 20 days of the published date of the Notice of Intent and following transmittal of the fare proposal, summary, and all public comments to the County Administrator of the Martin County Board of

County Commissioners. The County Administrator or the Board of County Commissioners can request a public meeting within ten days after receipt.

The Notice of Change shall state that the fare increase for transit or major service change will be considered at a public meeting of the Martin County Board of County Commissioners. The Notice of Change shall provide the proposed change in fare or service. The Notice of Change shall be advertised in a daily newspaper with countywide circulation providing the date, time, and location of a public meeting to consider the proposed change in fare or service.

Day 30 (Public Comment Received)
All members of the public shall be given an opportunity to comment at the public meeting. At the meeting, the Martin County Board of County Commissioners may adopt the proposal with or without revisions or table the considerations for additional consideration. The Martin County Board of County Commissioners must consider all public comments at the public meeting.

If tabled, the Martin County Board of County Commissioners shall direct staff on the additional information and alternatives desired. A tabled meeting must be reheard within 20 days and no later than 30 days from the date of publication of Notice of Change.

If the fare or service proposal is adopted at the first public meeting, the fare or service proposal becomes effective after ten days.

Day 40 (Public Comment Received)
If the fare or service proposal is adopted at the first public meeting, a Notice of Provisions shall be published in a daily newspaper with countywide circulation on the date of commencement of the fare increase or major service change.

Day 50
If held, the tabled public meeting shall be duly advertised containing the date, time, and location of such meeting and the proposed change in fare or service. All members of the public shall be given an opportunity to comment. The Martin County Board of County Commissioners must consider all public comments at the public meeting.

At the meeting, the Martin County Board of County Commissioners may adopt the proposal with or without revisions or deny the proposal. If approved at the meeting, the fare or service revisions become effective after a ten-day grace period. If denied, the fare or service proposal cannot be reconsidered for six months.

Day 60
If the fare or service proposal is adopted at the second public meeting, a Notice of Provisions shall be published in a daily newspaper with countywide circulation on the date of commencement of the fare increase or major service change.

The following timeline is a general guideline of the process to receive, consider, and respond to public comment for fare increases and/or major service changes for transit services provided with the assistance of the Federal Transit Administration:

Deadline	Action
If No Public Comment or Request for Public Meeting is Received	
Day 0	Publish Notice of Intent.
Day 15	Open Meeting of Staff on draft fare/service proposal.

Day 20	Publish Notice of Change; transmit Summary of Public Comment.
Day 30	Publish Notice of Provisions; proposed fare/service change becomes effective.

If Public Comment or Request for Public Meeting is Received

Day 0	Publish Notice of Intent.
Day 15	Open Meeting of Staff on draft fare/service proposal.
Day 20	Publish Notice of Change; transmit Summary of Public Comment.
Day 30	Public Meeting of Martin County Board of County Commissioners.
Day 40	If approved at Public Meeting, Publish Notice of Provisions; proposed fare/service change becomes effective.

If Public Meeting is Tabled

Day 50	Tabled Public Meeting is reheard. Final action must be taken to adopt or deny proposal.
Day 60	If approved at Tabled Public Meeting, Publish Notice Provisions; proposed fare/service change becomes effective.
Day 240	If denied, fare or service proposal may be reheard.

10/5/2021

Taryn Kryzda, County Administrator

Suppression History:
None.

Appendix B: Public Involvement Process

1.1 Stakeholder Working Group Meetings

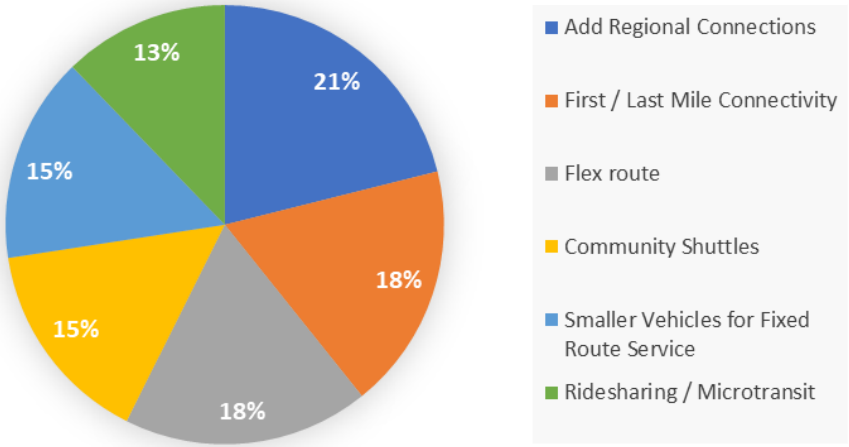
The Stakeholder Working Group was selected at the beginning of the update process, participants with various roles and perspectives were approached to participate in this process. A total of 42 participants were requested to be involved in the meetings that took place throughout the project. The stakeholders involved are listed as follows:

- Career Source Research Coast (Regional Workforce Board)
- City of Stuart
- City of Stuart - Stuart TRAM
- City of Stuart CRA
- CTC - Indian River Transit GoLine & Martin Community Coach
- FDOT District 4 OMD
- Florida Department of Health, Martin County
- House of Hope
- Indian River State College
- Martin County Business Development Board (BDB)
- Martin County CRA
- Martin County Growth Management
- Martin County Human Services
- Martin County Public Transit
- Martin County Public Works
- Martin County Tourist Development
- Martin MPO
- Rio/Jensen Beach CRA & Neighborhood Advisory Committee (NAC)
- Stuart Main Street
- Stuart/Martin County Chamber of Commerce
- Treasure Coast Regional Planning Council (TCRPC)
- Recruitment & Retention, MC Schools
- The Kane Center, The Council on Aging of Martin County
- Little Lights Dentistry
- Community Champion/Liaisons

Two meetings in total were carried out. During the initial meeting, the team introduced the approach for updating the TDP, which outlined the study area and the current conditions of the transit system. Additionally, an online polling activity was conducted to gather feedback from the group regarding their perceptions of the most needed improvements for Marty. The responses received were as follows:

Question 1: Choose the Service Types that should be increased (SELECT 3):

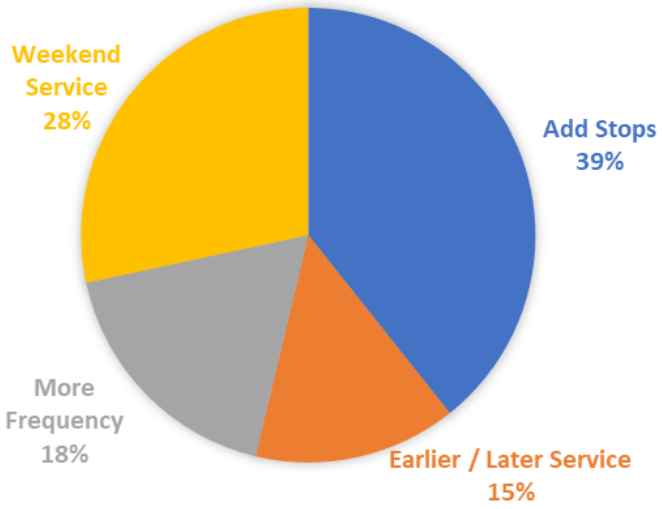
Graph #1: Stakeholder Group – Polling Results Question 1



As the results show, the responses were varied, but predominant responses included Improving regional connections, flex routes, and developing first-last-mile connectivity for the system.

Question 2: Identify improvements the existing service should prioritize (SELECT 2)

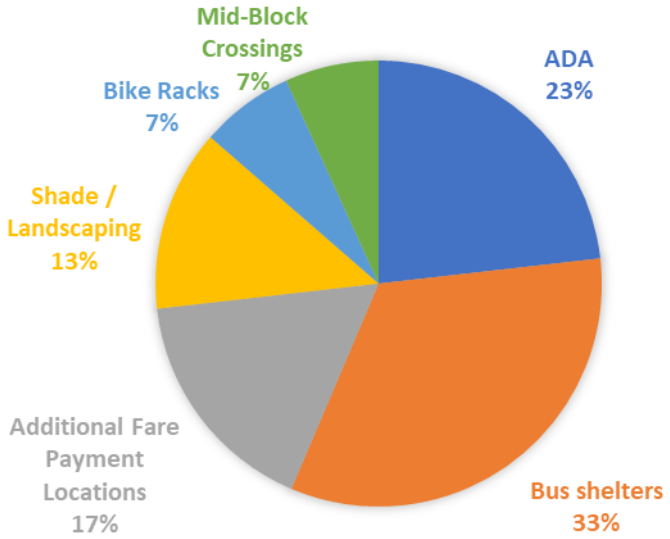
Graph #2: Stakeholder Group – Polling Results Question 2



The graph above shows responses on which improvements the system should prioritize; the top choices include adding more stops and having weekend service. These responses are consistent with what the public emphasized in the online survey.

Question 3: Select the infrastructure improvements that should be prioritized.

Graph #3: Stakeholder Group – Polling Results Question 3



The graph above shows responses on which infrastructure improvements the system should prioritize; the top choice identifies Bus Shelters as the main priority.

The second meeting consisted of a presentation of the public involvement process and the potential improvements and alternatives for Marty. This allowed the Group to provide feedback and ideas on the potential improvements envisioned for the system.

1.2 Open Houses

A total of six Open Houses were carried out. One in each of the 5 districts, with the exception of District 3 where two open houses were programmed, one in Indiantown and the second one in Hobe Sound. MTM (Service Provider) participated in all the events and provided a bus for the duration of the Open Houses where applicable. The bus drivers were also available to speak with the public, and answer their questions about the service. A summary of each of the Open Houses is provided below:

DISTRICT 1 OPEN HOUSE

Location: Jensen Beach Chamber of Commerce – Jammin' Jensen

Date: December 7, 2023

Estimated attendees: 75-90 people

ACTIVITIES:

Tabling Event: first floor outside the Chamber, half of the Team (4-5 people) had boards and were providing information about Marty, the TDP, and conducting Surveys. Refreshments and water were provided to attendees.

Presentation: On the second floor of the building, the room was set up and organized with a projector and boards. The team held a presentation at 5:30 pm, with low attendance but a very engaged and knowledgeable public.

HANDOUTS:

- Cookies, cupcakes, power bars, and water
- Keychains, flashlights, and informational material

SUMMARY:

The MPO, Marty, Marlin Engineering, and Kittelson teams held the event. The event spanned from 4 pm until 8 pm, and the majority of attendees arrived between 5:30 pm and 7:00 pm. The setup was divided into two spaces, the first-floor tables in front of the Chamber of Commerce, where team members had giveaways, gave out general information on Marty and the TDP, and conducted intercept surveys. On the first floor, outside of the Chamber of Commerce, the team spoke to people who were attending the Jammin' Jensen event, this provided us with a chance to speak with people who were not familiar with the system. The majority of attendees had never used Marty, many of them lived in the area or Hutchinson Island. On the second floor of the Chamber, a more detailed presentation was held, where people from the public attended and asked questions.

COMMENTS FROM THE PUBLIC:

- Mostly positive on transit in general
- Need information on the Veterans program, people are not aware of the benefits.
- Need to improve communications on regional connectivity.
- Need to have bus route information, attendees were not familiar with the routes and destinations.
- They would like to see a connection to airports and other transportation hubs.
- Had some folks from St Lucie County, a different audience
- Participants expressed a desire for extended bus service hours to accommodate late events.
- Several business owners recommended a shift towards smaller, non-diesel buses within the region.
- Several educators proposed the creation of more bus stops in proximity to schools and new developments to benefit employees relying on public transportation.

DISTRICT 2 OPEN HOUSE

Location: Cassidy Center at Lamar Howard Park

Date: December 6, 2023

Estimated attendees: 70-80 people (including 40 children)

ACTIVITIES

For kids: The team provided pizza, water, and coloring books with crayons for kids to color.

For adults: the team organized boards with information about Marty and the TDP, provided pizza to attendees and conducted intercept surveys.

Tour the bus: A Marty bus was parked at the Center, and kids jumped on the bus, walked it, talked to the driver, and learned how the bus works.

HANDOUTS

- Pizza and water
- Keychains, flashlights, cardholders, and informational material

SUMMARY

The MPO, Marty, Marlin Engineering, and Kittelson teams held the event. The event spanned from 3 pm until 6 pm, and the majority of attendees arrived between 4:00 pm and 5:30 pm. A tent, with tables, was set up outside the Cassidy Center, where parents came in to pick up their kids for the after-school program. Marlin Team provided pizza and refreshments, attendees could sit and take the survey, examine the boards, and learn more about the public transit system. Parents and kids had coloring booklets, crayons, and the opportunity to hop on a bus and meet the driver. The majority of attendees were Spanish-speaking only, and although they had seen the buses none of them had ever used Marty. The team took this opportunity to give them all the information needed for them

to feel more comfortable when hopping on a bus, coaching them about payment options, routes, and schedules. It was a very busy event; people were interested in the service and in knowing more about it.

COMMENTS FROM THE PUBLIC:

- Need to have bus route information in English and Spanish.
- Have travel training in Spanish and a bus immersion program. Develop programs for people to be more familiar with the system.
- Showed them how to track the buses live
- Discussions with parents about how we could overcome the anxiety of getting on the bus
- Suggest implementing the FDOT video and utilizing the FPTA website for GoLine as a valuable resource, highlighting the new marketing personnel at GoLine as a beneficial tool.
- highlighted the necessity for a direct route leading to Stuart Beach.
- Point out the requirement for a transportation link to Hobe Sound Beach.
- Call for an increased number of stops along A1A.
- Indicate the need for a bus stop at the intersection of Bonita & Camino St.
- Recommend establishing a stop at the Hobe Sound Library for improved access.

DISTRICT 3 OPEN HOUSES

Open House: Indiantown

Location: Council Chambers

Date: January 11th, 2024

Estimated attendees: 15 (including 6 children)

ACTIVITIES

For kids: The team provided pizza, water, and coloring books with crayons for kids to color. A Marty bus was parked at the Center, and kids jumped on the bus, walked it, talked to the driver, and learned how the bus works.

For adults: the team organized boards with information about Marty and the TDP, provided pizza to attendees, and conducted intercept surveys.

Tour the Bus: A Marty bus was parked in front of the Council building, and kids jumped on the bus, walked it, talked to the driver, and learned how the bus works.

HANDOUTS

- Pizza and water
- Keychains, flashlights, cardholders, slap wrist bracelets, and informational material (Bus Routes, Commuter services information options)

SUMMARY

The MPO, Marty, South Florida Commuter Services (SFCS), Marlin Engineering, and Kittelson teams held the event. The event spanned from 3 pm until 6 pm, and the majority of attendees arrived between 4:00 pm and 5:00 pm. The setup was established at

the exterior area of the Village's Council Chamber. Attendees could take the survey, examine the boards, and learn more about the public transit system. Kids had coloring booklets, crayons, and the opportunity to hop on a bus and meet the driver. The afternoon was very rainy, which led to a low turnout. Obtained approximately 20 surveys. Predominately Spanish-only speaking.

COMMENTS FROM THE PUBLIC:

- There is a critical need for enhanced communication strategies.
- A significant demand exists for clear bus route information, as many attendees were not acquainted with existing routes and their destinations.
- Observations were made regarding the number of children walking to school, suggesting the potential benefit of synchronizing bus schedules with school dismissal times.
- There was a call for the implementation of automated stop announcements in various languages to accommodate a diverse rider base.

Open House: Hobe Sound

Location: Banner Lake Community Center

Date: January 31st, 2024

Estimated attendees: 60 (including 30 children)

ACTIVITIES

For kids: The team provided pizza, water, and coloring books with crayons for kids to color. A Marty bus was parked at the Center, and kids jumped on the bus, walked it, talked to the driver, and learned how the bus works.

For adults: the team organized boards with information about Marty and the TDP, provided pizza to attendees and conducted intercept surveys.

Tour the Bus: A Marty bus was parked next to the building, kids and adults jumped on the bus, walked it, talked to the driver, and learned how the bus works.

HANDOUTS

- Pizza, power bars, cookies, and water
- Keychains, flashlights, cardholders, slap wrist bracelets, and informational material (Bus Routes, Commuter services information options)

SUMMARY

The MPO, Marty, South Florida Commuter Services (SFCS), Marlin Engineering, and Kittelson teams held the event. The event spanned from 3 pm until 6 pm, and the majority of attendees arrived between 3:30 pm and 5:00 pm. A tent was set up outside the Banner Lake Center. The Team setup was divided into three tables at the entrance of the building. where parents came in to pick up their kids for the after-school program. Marlin Team provided pizza and refreshments, attendees could sit and take the survey, examine the boards, and learn more about the public transit system. Parents and kids had coloring booklets, crayons, and the opportunity to hop on a bus and meet the driver. It was a very busy event; people were interested in the service and were very knowledgeable about the service and the needs the community has. Members from Martin County's Taxpayer Association attended the event and were provided with information about the project goals and long-term objectives for Marty.

COMMENTS FROM THE PUBLIC:

Comments on the maps

- The area of Loblolly is a big community and is not being serviced
- Need to add a stop in Pettway St, there is a sidewalk and an existing bench.
- Bike racks are always full, need more bike racks
- Need coordinated schedules

General Comments

- The buses are always empty, need smaller buses

DISTRICT 4 OPEN HOUSE

Location: Robert Morgade Library

Date: January 8th, 2024

Estimated attendees: Approximately 40-50 people. Obtained 42 surveys.

ACTIVITIES

Tabling Event: Tables were set up at both Library entrances, half of the Team (3-4 people) on each side, had boards and were providing information about Marty, the TDP, and conducting Surveys. Refreshments and water were provided to attendees.

Tour the bus: a Marty Bus was parked in front of the library; kids and adults were able to meet the driver and hop on the bus.

HANDOUTS:

- Cookies, cupcakes, power bars, and water
- Keychains, flashlights, cardholders, slap wrist bracelets, informational material, bus routes and schedules, and information from SFCS.

SUMMARY:

The MPO, Marty, South Florida Commuter Services (SFCS), Marlin Engineering, and Kittelson teams held the event. The event spanned from 2:30 pm until 5 pm, and the majority of attendees arrived between 3:00 pm and 4:00 pm. The setup was divided in two, tables were set up at the library entrances. Attendees were able to review the boards and discuss their opinions with the team. It was a very busy event; people were interested in the system and knew more about it; some were very knowledgeable about the service and the needs the community has. Others did not know about Marty, its schedules, or its routes. A member from the Kane Center attended the event and requested information about future stops at the center, the needs this community has and what can be done to better serve it.

COMMENTS FROM THE PUBLIC:

Comment on maps

- Need accessibility to Palm City.
- There is no route to Palm City Center a huge number of people live and work in Stuart.
- Newfield Development needs access
- Access to jobs, reconstruction of the highway, and new bus stops needed
- Need a Martin Highway Route
- Kanner Highway (Route 2) when it comes to Publix many people work and live in this area, and there are no stops.
- Kane Center needs a stop
- Need a stop at Cleveland Clinic
- Need service to urgent care at Kanner + Indian Street.
- More stops southbound for Route 20X

General Comments

- We need to have more stops
- Need to improve communications.
- Need to have bus route information, attendees were not familiar with the routes and destinations.

- Many people were non-users but were interested in how the system works.
- We need to coordinate buses, the wait time between buses is currently very long.

- DISTRICT 4 - IRSC Tabling Event–

- **Location:** Indian River State College (IRSC) Chastain Campus
- **Date:** January 8th, 2024
- **Estimated attendees:** Engagement with approximately 30 students and faculty. Obtained over 30 surveys.
- **SUMMARY:**
- The MPO, SFCS, and the Project team facilitated the tabling event. The event spanned from 9 am until 12 pm. The tables were set up in the Student Engagement Center during the college's WOW (Week of Welcome) event. The team members distributed safety materials, gave out general information on Marty, and the TDP, and conducted intercept surveys and/or distributed QR Code Business cards. The college students were engaged and many shared that they use Marty to get to their campus. The IRSC student population seemed to be very socially aware and recognized the importance of public transportation.

DISTRICT 5 OPEN HOUSE – PALM CITY

Location: Pete and Julie Cummings Library

Date: January 26th, 2024

Estimated attendees: The team spoke with around 30-40 people.

ACTIVITIES

Tabling Event: Tables were set up at both Library entrances, half of the Team (3-4 people) on each side, had boards and were providing information about Marty, the TDP, and conducting Surveys. Refreshments and water were provided to attendees.

Presentation: Inside the library, the room was set up and organized with a projector and boards. The team held two presentations at 10:30 and 11:30 am, with low attendance but a very engaged and knowledgeable public.

Tour the bus: a Marty Bus was parked in front of the library; kids and adults were able to meet the driver and hop on the bus.

HANDOUTS:

- Cookies, cupcakes, power bars, and water

- Keychains, flashlights, cardholders, slap wrist bracelets, informational material, bus routes and schedules, and information from SFCS.

SUMMARY: The MPO, Marty, South Florida Commuter Services (SFCS), Marlin Engineering, and Kittelson teams held the event. The event spanned from 10 am until 12 pm, and the majority of attendees arrived between 10 am and 11 am. The setup was divided into three tables, two were set up at the library entrances, and one was in the interior of the library. Attendees were able to review the boards and discuss their opinions on the system with the team. The Team did two presentations where the project, scope, goals, alternatives, and timeline were presented.

COMMENTS FROM THE PUBLIC:

Comments on maps

- Need an option when I can't drive
- Big Trailer Park needs service
- Benches need shelter, lot of rain
- Later Service
- We need developers to develop transit stops and plan for them
- Golf Cart Park And ride at large gated communities or bike racks near the stops.

General Comments

- The public is interested in seeing the service run to Palm City
- Many people commented on the need for the service for seniors when they can no longer drive.
- There is a general lack of knowledge of the service, where it goes and what is the schedule, fares, etc.

Elected Officials Interviews

The team convened with eight Elected Officials to gather feedback on the TDP process and approach, aiming to comprehend their stance on transit and their vision for the future of Marty. The team's approach was well received, with each official receiving the project flyer and QR code for the survey, to be distributed among their constituents.

Generally, officials expressed support for the transit system but also recognized the imperative to increase ridership, reduce cost per rider, and to enhance its accessibility and service for the community. Suggestions included improved marketing and branding, alongside a simplified payment system and clearer communication of route information through a more user-friendly platform. These measures would ease cultural resistance toward using public transit in Martin County. There was a common theme in support of reducing cost through the use of TNC's and to reduce cost per rider.

TDP Elected Officials Interviewed

Name	Title	Organization
Doug Smith	Commissioner District 1	Martin County – Board of Commissioners
Stacey Hetherington	Commissioner District 2	
Harold Jenkins	Commissioner District 3	
Sarah Heard	Commissioner District 4	
Edward V. Ciamp	Commissioner District 5	
Kaija Mayfield	Commissioner	Town of Sewall's Point
George Stokus	Assistant County Administrator	Martin County
Troy McDonald	Commissioner	City of Stuart
Susan Gibbs-Thomas	Council Member	Village of Indiantown

Survey Features

An online survey was developed and opened to the public on October 6th, 2023, and remained open until March 1st, 2024, being available to the public for a total of five months. The online survey was used to gather feedback and insights from residents, commuters, stakeholders, and other interested parties regarding the current state of the transit system and their vision for future improvements. The objective of the online survey is to collect valuable data and input to inform the development of a comprehensive transit development plan. It aims to understand current transit usage patterns, identify areas for improvement, gather preferences for service enhancements, and solicit suggestions for enhancing the overall transit experience.

The survey was circulated on the MPO website, the County's social media accounts, and several County and stakeholder newsletters. Additionally, it was distributed at the Open Houses, where people were able to take the survey in place or take a QR code and take it later, the team performed as well on-board and on-street surveys at different times of day and at various locations.

The questions were divided into three sections: General Questions, User and Non-User questions. This allowed the team to gather feedback not only from current riders but to understand why non-users do not use the system, and what would encourage them to use it. Below is a summary of the included questions:

General questions

Only the first two questions were required, the rest of the General Questions were optional for people to respond.

- Are you familiar with or have you heard about Martin County's public transportation system, known as Marty?
- Have you ever used Martin's County transit fixed route bus system (Marty)?
- Zip Code
- How many months out of the year do you reside in Martin County?
- Age range
- Household Income (2022)
- Occupation
- Race
- Ethnicity
- Do you have a disability?

User questions

- What route(s) do you use?
- Do you use the City of Stuart's Tram?
- Have you found it easy to understand Marty's routes and schedules?
- What is the reason you use Marty?
- How do you get to the bus stop?
- How long does it take you to get to the bus stop?

- Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?
- What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)
- If the bus was not available, what other mode of transportation would you use?
- How many working vehicles (cars, motorcycles, trucks, vans) are at your home?
- How long have you been using the Marty bus service?
- What is your usual bus fare?
- What SERVICE IMPROVEMENTS would make Marty better?
- If you selected new routes/services, express service, better connections to other counties, or more amenities. Please provide the location(s) where you would like to see these services or amenities:
- Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.
- How do you usually get information on bus service? (Please select only ONE)
- Do you own a smartphone? (Please select only ONE)
- What TECHNOLOGY IMPROVEMENTS would make Marty better?

Non-User questions

- Why don't you use Marty?
- Where would you like to see service provided?
- What would encourage you to use Marty?
- If you selected new routes/services, express service, better connections to other counties, or more amenities. Please provide the location(s) where you would like to see these services or amenities:
- Would you support additional local funding for the transit enhancements you selected in the previous question?
- What is your primary mode of transportation?
- What is a reasonable one-way fare?
- Is traffic congestion an issue in Martin County?
- Do you think riding Public Transit relieves traffic congestion?
- Please add any other comments or suggestions on Marty services.

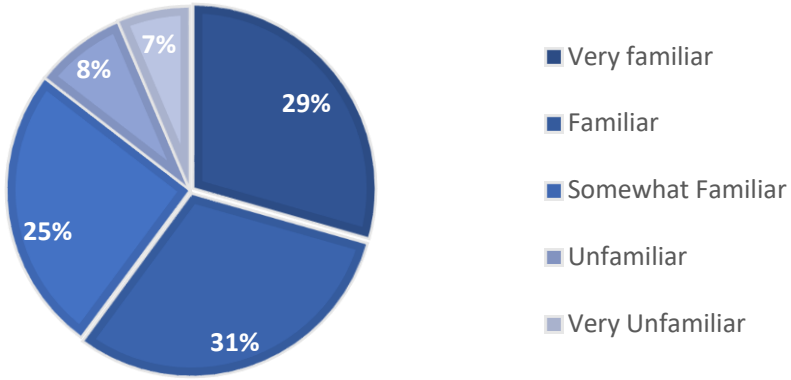
Survey Results

During the five months the survey was active, **732 responses** were gathered.

The initial questions correspond to the General Section:

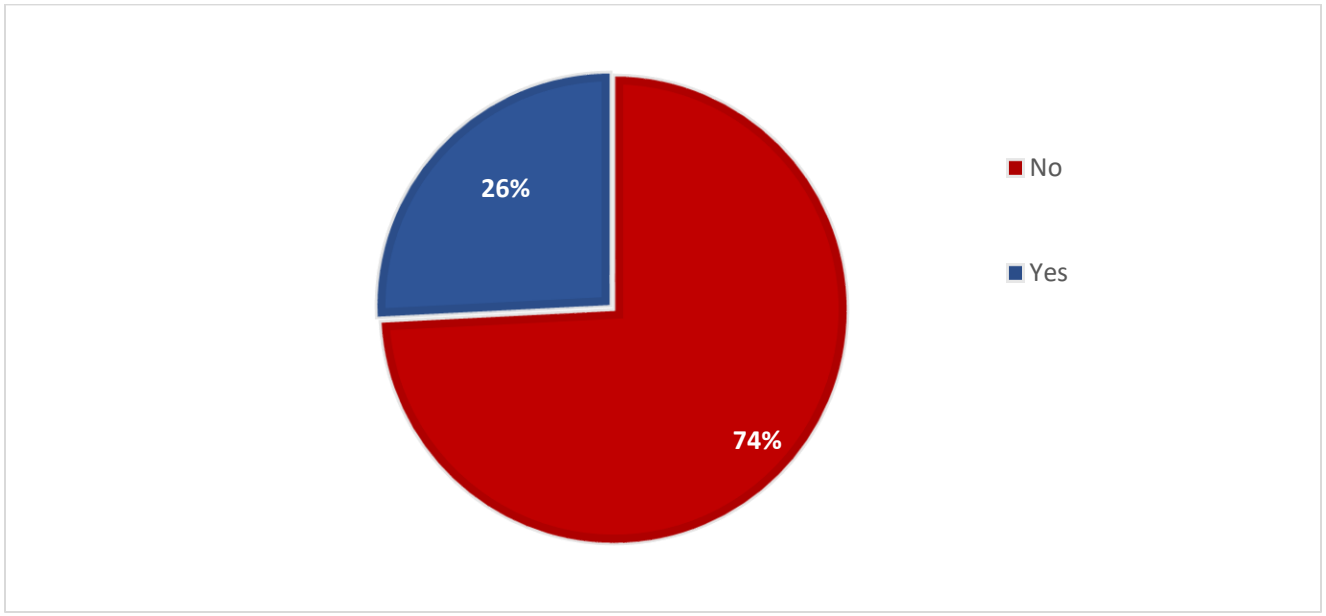
Are you familiar with or have you heard about Martin County's public transportation system, known as Marty?

732 Responses



The first question aimed at gathering information on how familiar is the public with the Marty transit system. This question helped the team understand if the public knows what it is. Results show that 85% of respondents are familiar at some level with the system. While 15% of respondents have no familiarity with it.

Have you ever used Martin's County transit fixed route bus system (Marty)? 732 Responses



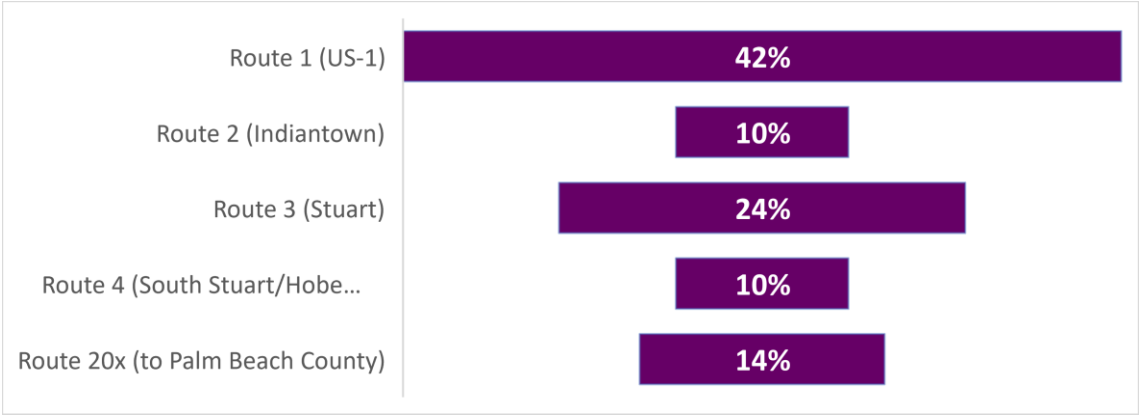
The second question was key for how the survey would evolve, Respondents who answered yes to this question, which represented 26% of the public, went on to respond to questions tailored specifically for users of the system, while the rest (74%) answered questions designed for non-users alone.

USERS Questions

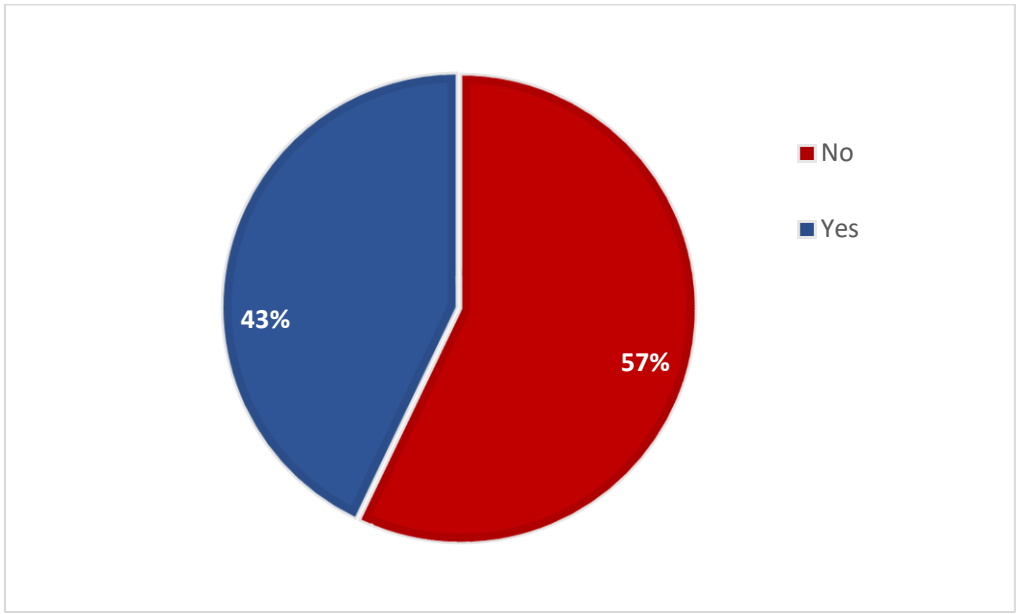
Users represented 189 responses

- **What route(s) do you use? (SELECT ALL THAT APPLY**) – 189 Responses

Per the Boardings and Alightings data mentioned in **Table 9,** the most popular Route is Route 1, which represents 42% of the total ridership. Route 2 to Indiantown and the newly implemented Route 4 remain at the bottom, each representing 10% of ridership. Feedback from users included the expansion of routes to places like Jensen Beach and Palm City, and better regional connections. Adding more stops is a prevalent need, as 40% of users utilize the service to connect to work.

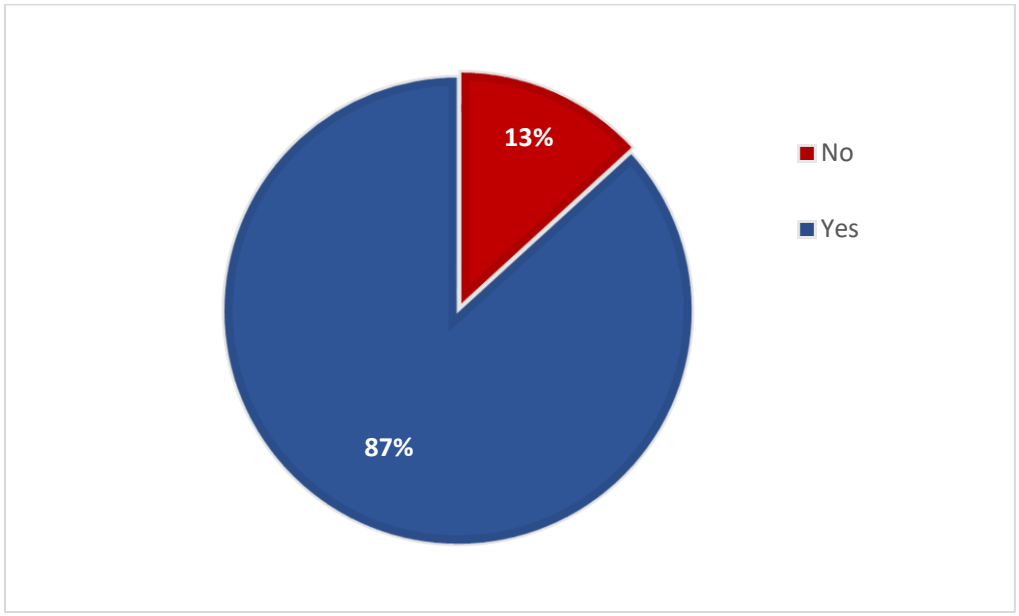


Do you use the City of Stuart's Tram? – 189 Responses



Usage of the Stuart Tram, which runs a loop in downtown Stuart, is of interest as it connects with Marty's stops. Generating more robust connectivity with other transit systems and hubs is one of the key elements that Marty needs to focus on.

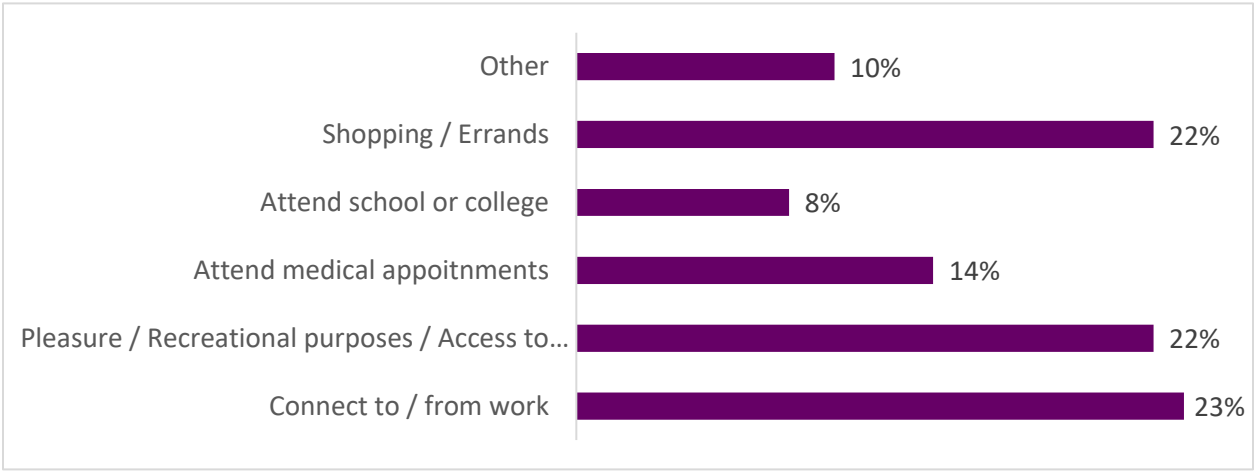
Have you found it easy to understand Marty's routes and schedules? – 189 Responses



Despite many comments overheard from the public during the organized open Houses regarding the difficulty in understanding where the bus goes, and what the routes and schedules are, the majority of users, close to 87%, find it easy to navigate.

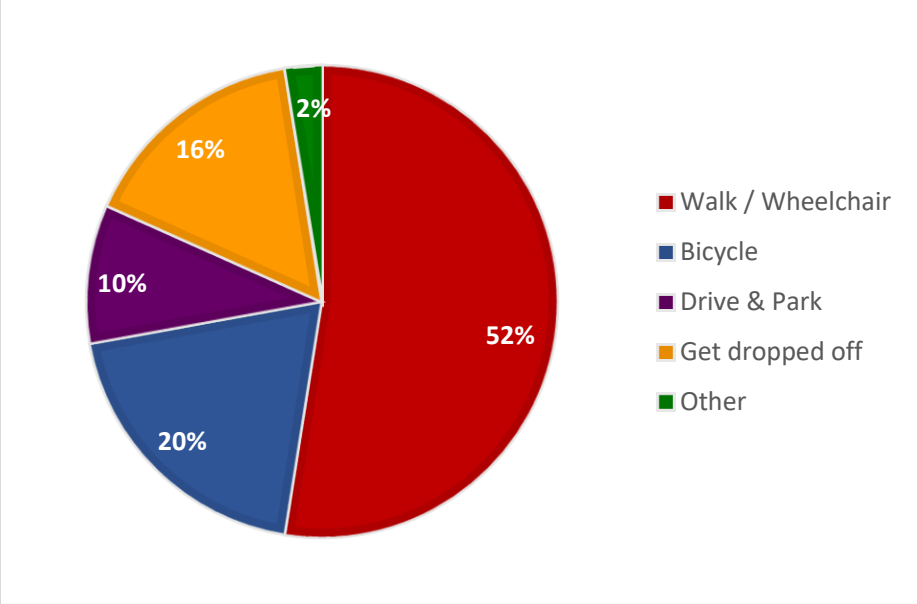
What is the reason you use Marty? (SELECT ALL THAT APPLY) – 189 Responses

What is the reason you use Marty? (SELECT ALL THAT APPLY)

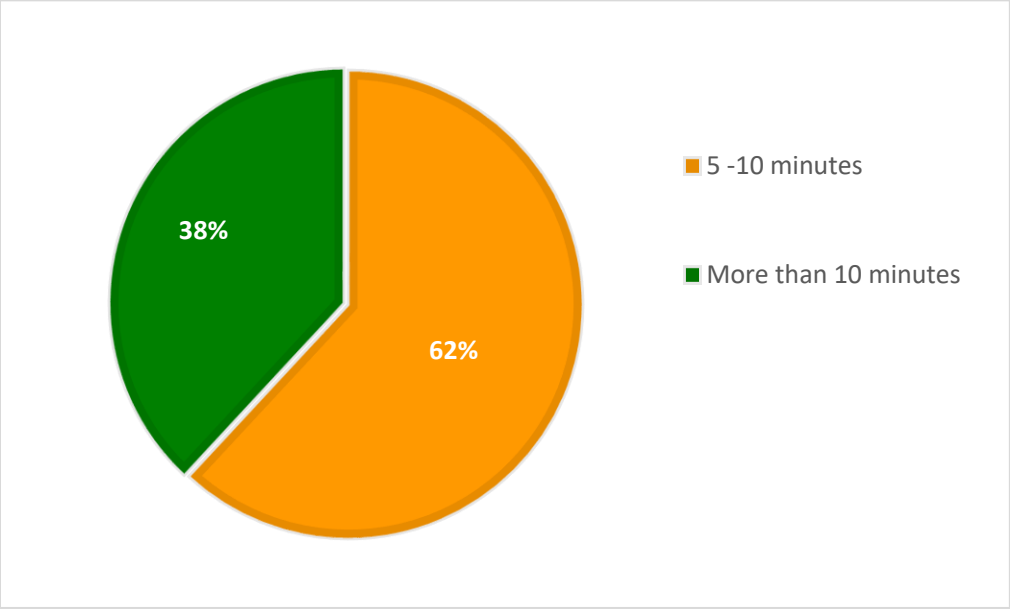


Users offered diverse feedback regarding the purposes of their trips when riding Marty. The majority of responses centered on connecting to work, pleasure or recreational outings, and shopping or running errands. Half of these respondents utilize the service more than three times per week, as per the results. A common theme among the feedback was the expressed need to expand routes and service to areas that are currently not covered.

How do you get to the bus stop? – 189 Responses

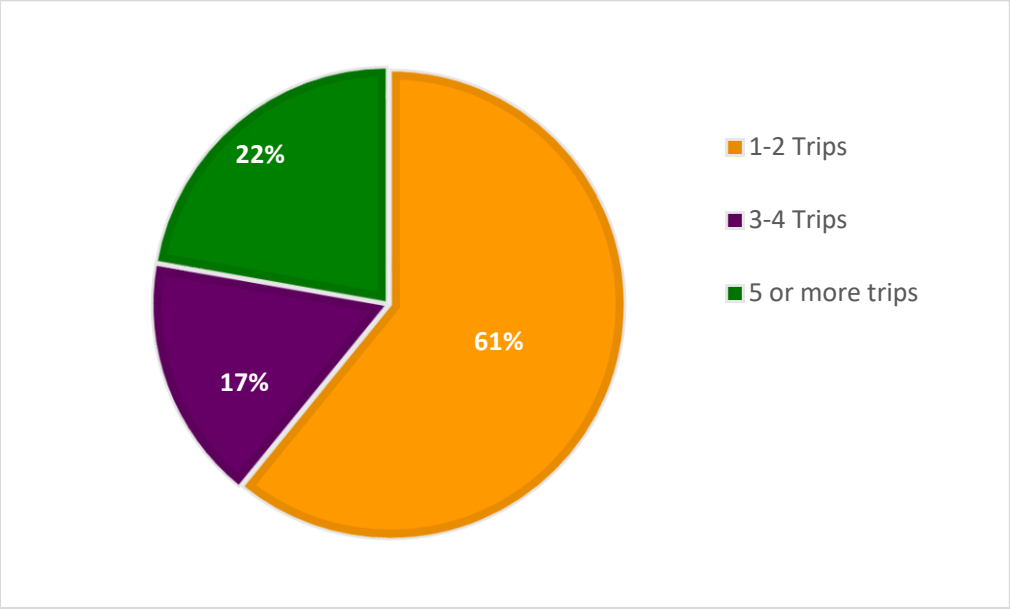


How long does it take you to get to the bus stop? – 189 Responses



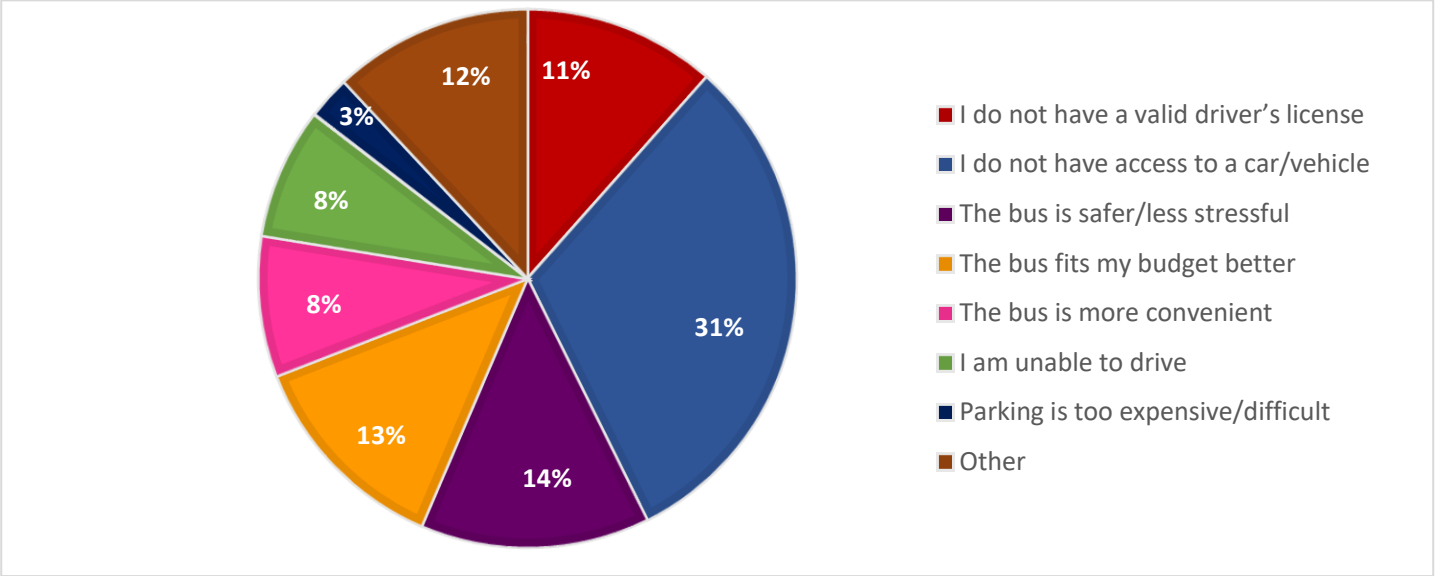
The majority of users live within a 5–10-minute walking distance from the bus stop, which aligns with the typical distance people are willing to walk to access transit. However, for 38% of users, reaching the bus stop takes more than ten minutes, with 64% of these respondents stating that they walk to the bus stop based on survey results. When asked about service improvements to enhance the system, respondents frequently mentioned the need for weekend service, improved shelters at stops, and additional stops. Specific locations such as Monterey Road, Jensen Beach, Port Salerno, and Kanner Highway near the Cleveland Clinic were highlighted most frequently. It is worth noting that a technology upgrade desired by these users to enhance Marty's service would be real-time schedule information.

Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus? – 189 Responses



With 61% of users taking the bus one to two times per week primarily for leisure or errands, it's evident that the service meets the needs of occasional riders. However, urban planning principles suggest that daily ridership is crucial for a robust transit system. Encouraging more frequent use involves understanding and addressing the reasons a significant portion of riders choose the bus: 31.22% do not have access to a car, and for others, the bus is budget-friendly (12.70%), stress-reducing (13.76%) or more convenient option (8.47%). Enhancing the system's appeal could include improving service frequency, ensuring reliability, and expanding routes to essential services and employment hubs.

What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE) – 189 Responses



It's noteworthy to emphasize that the top three reasons cited in the results are the lack of access to a car, economic considerations, and a desire for reduced stress. However, convenience is only mentioned in 8% of responses, while 14% believe that public transit is a safer and less stressful mode of transportation. The most prevalent response, accounting for 31% of the total, is from users who don't have access to a car or vehicle. Of this group, 42% rely on Marty to commute to and from work, indicating daily usage. When asked about desired improvements, the primary feedback focused on enhancing the frequency of service on existing routes and implementing weekend service.

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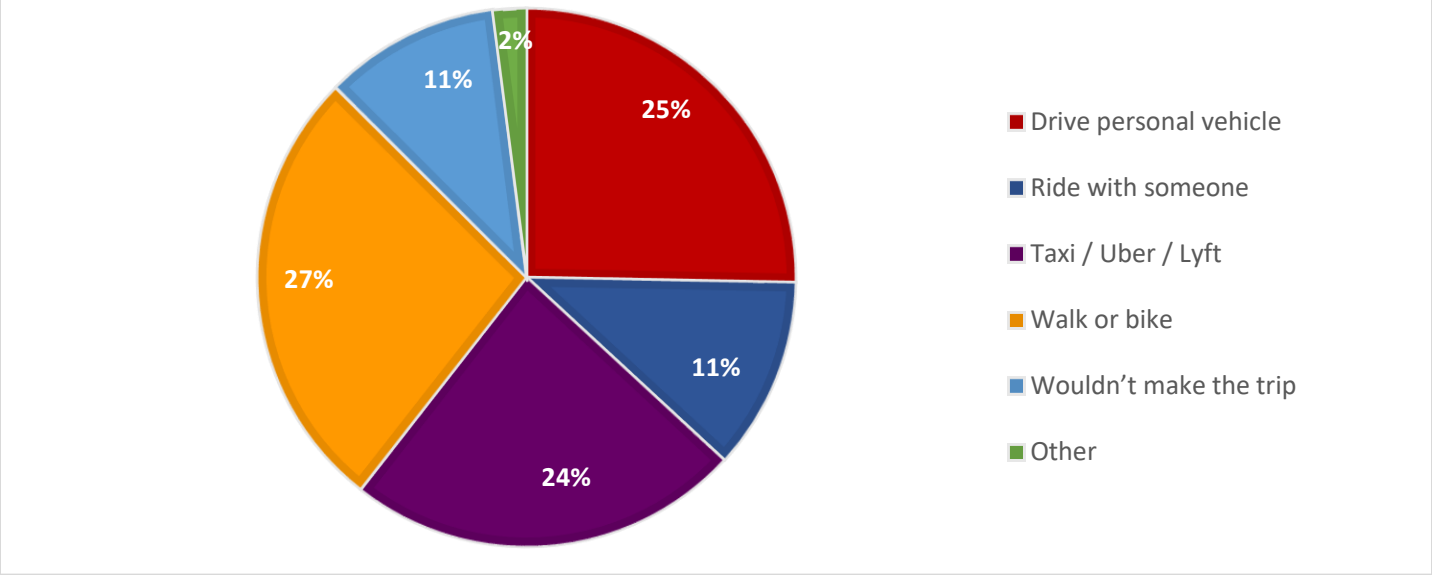
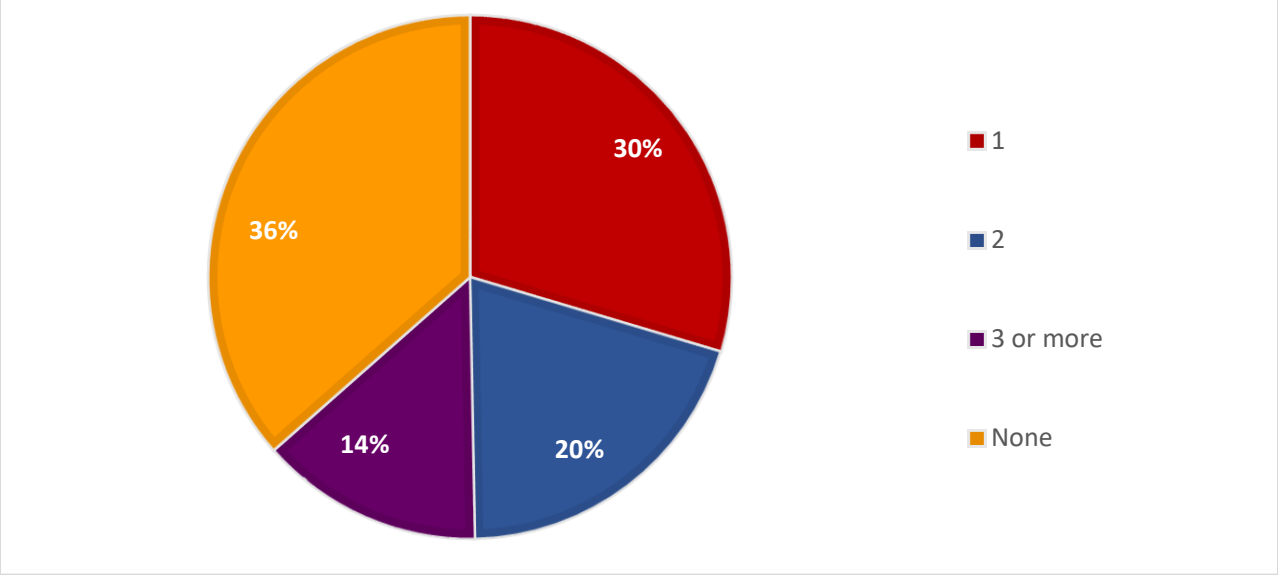
If the bus was not available, what other mode of transportation would you use? – 189 Responses



This question prompted a range of responses, with walking/biking, using Uber/taxi, and driving their own vehicles being the most common means mentioned. Notably, 50% of respondents reported needing more than ten minutes to reach the bus stop, with a significant majority opting to walk or bike to get there. It's worth noting that 11% of respondents stated they would not make the trip if the bus was unavailable. Further analysis of the survey results revealed that over half of these individuals do not have access to a vehicle or possess a valid driver's license.

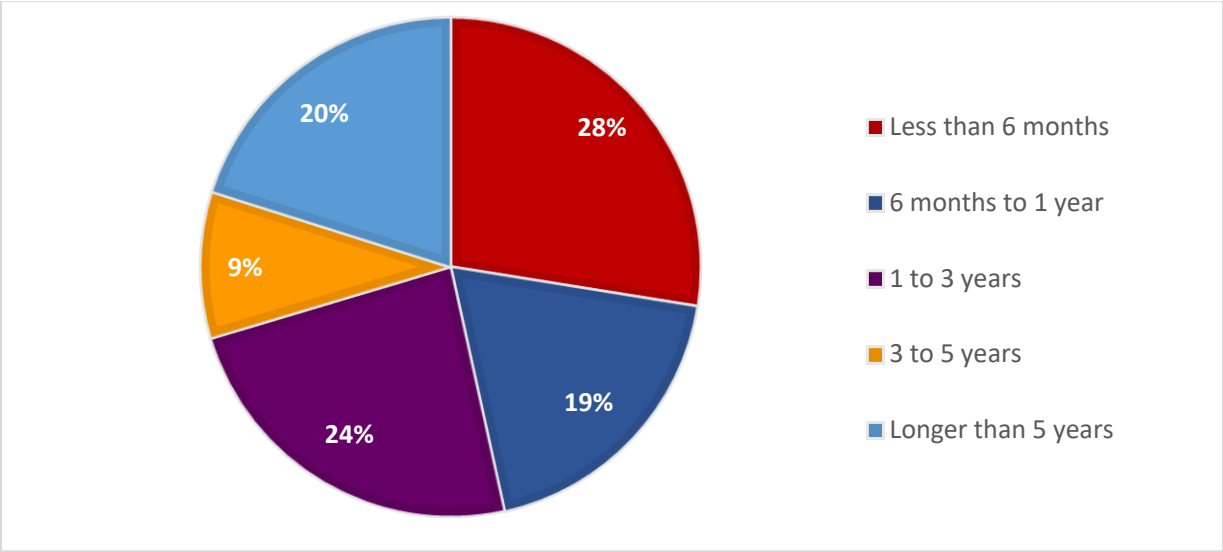
How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only ONE) – 189 Responses



Vehicle Ownership and MARTY's Role in Commuting

The vehicle ownership data presents an interesting dynamic: 30% of households have one vehicle while an equal percentage have none, indicating diverse transportation needs among MARTY's potential user base. With the majority of respondents being employed (54%) and a significant portion retired (30%), MARTY has the opportunity to tailor its services as a primary commuter option, potentially filling a vital gap for non-car owners and those seeking alternatives to driving. Factoring in the desires of the 54% employed and 8% student populations, MARTY could focus on increasing route efficiency to workplaces and educational institutions, aligning schedules with shift patterns, and considering discounted fares for students and low-income riders.

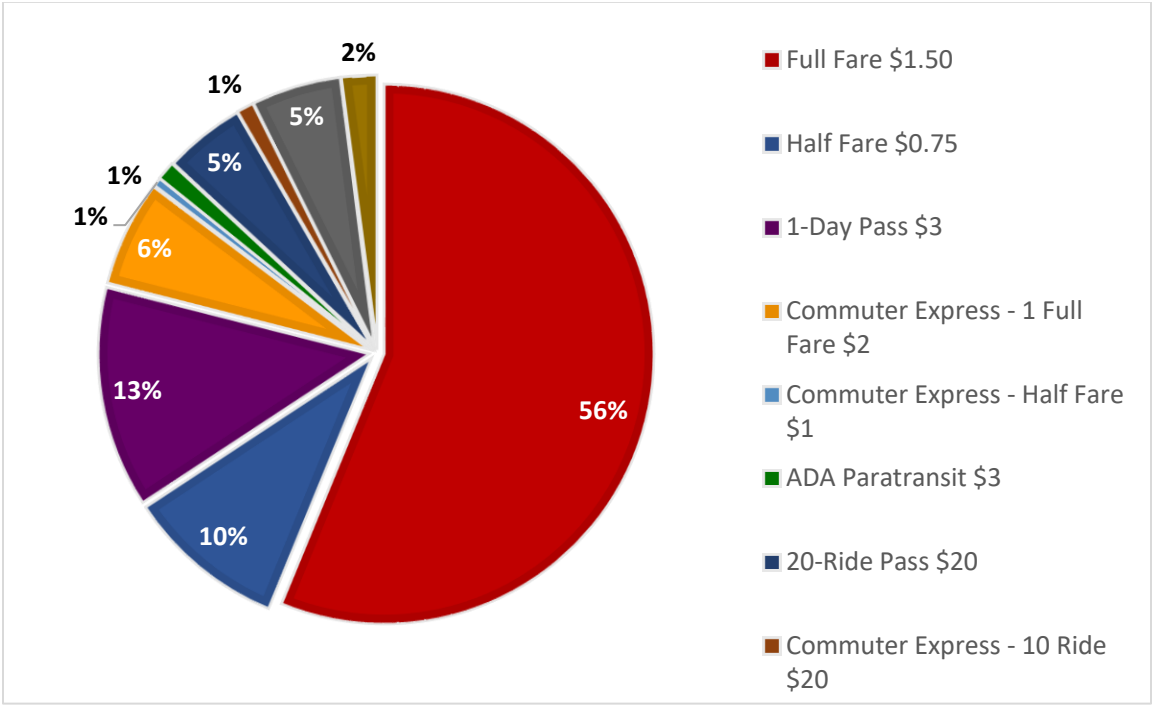
How long have you been using the Marty bus service? -189 Responses



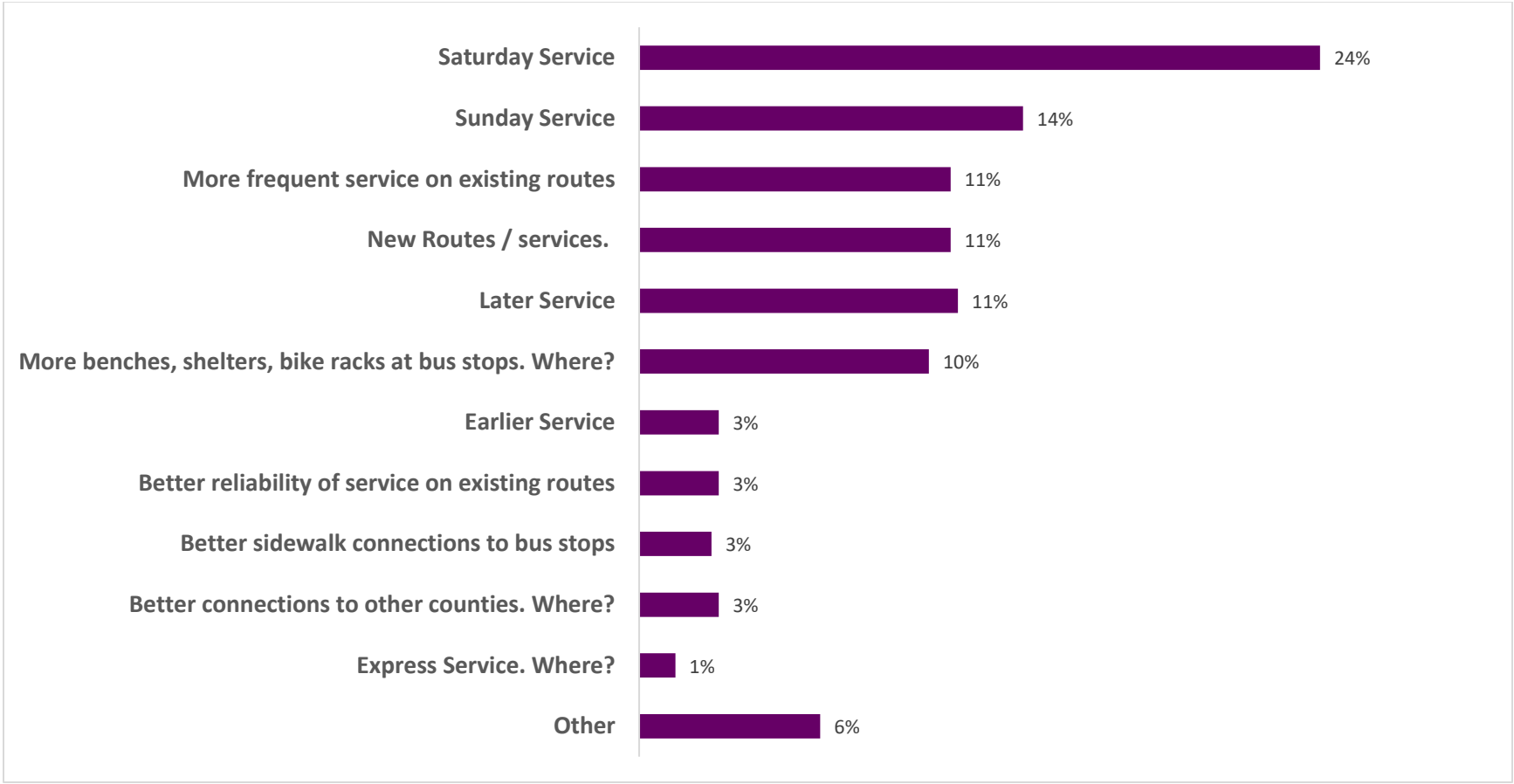
Attracting and Retaining New MARTY Riders

The influx of new riders, with 28% having used MARTY for less than six months, signifies the growth potential. The key to transforming these new riders into regulars may lie in their high satisfaction rates, with 63% rating their experience as 8-10 out of 10. This high approval rating is promising, yet the desire for real-time scheduling information (43%) and onboard Wi-Fi (32%) among new users points to specific service enhancements that could improve user satisfaction. By implementing these technological improvements and actively soliciting rider feedback on service enhancements, MARTY can boost its user-friendliness and demonstrate responsiveness to rider needs, thereby fostering long-term rider retention

What is your usual bus fare?



What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)



The survey results indicate a strong demand for expanded service hours, with 24% expressing a desire for Saturday service and 14% for Sunday service. This suggests that extending operating hours to include weekends could significantly improve accessibility and convenience for Marty users; this response reaffirms the feedback provided in the question above on what is the primary reason you ride the bus. Additionally, 11% of respondents expressed interest in new routes or services, highlighting a need for increased coverage or alternative transportation options.

Enhancements to existing routes and services were also a common theme, with 11% seeking more frequent buses and 3% advocating for better reliability. Addressing these concerns could improve overall satisfaction and encourage more people to choose to ride Marty. Furthermore, there was a notable request (10%) for amenities such as benches, shelters, and bike racks at bus stops, indicating a desire for enhanced comfort and accessibility throughout the transit system.

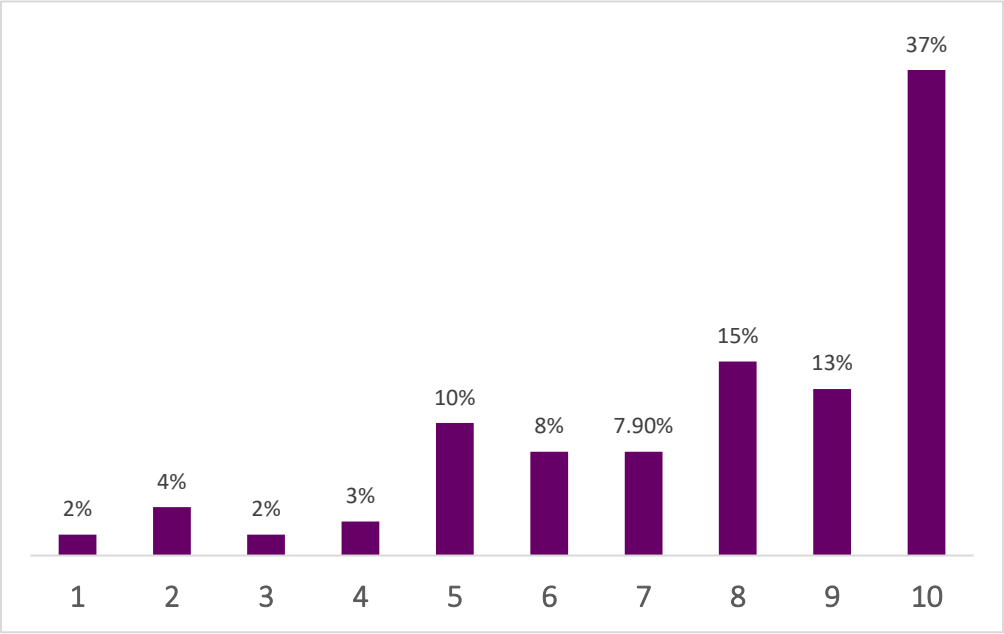
Requests for express services and connections to neighboring counties emphasize the importance of considering regional connectivity and efficiency for future planning. Overall, prioritizing improvements in service hours, route expansion, reliability, and amenities could lead to a more robust and user-friendly Marty system

If you selected new routes/services, express service, better connections to other counties, or more amenities. Please provide the location(s) where you would like to see these services or amenities:

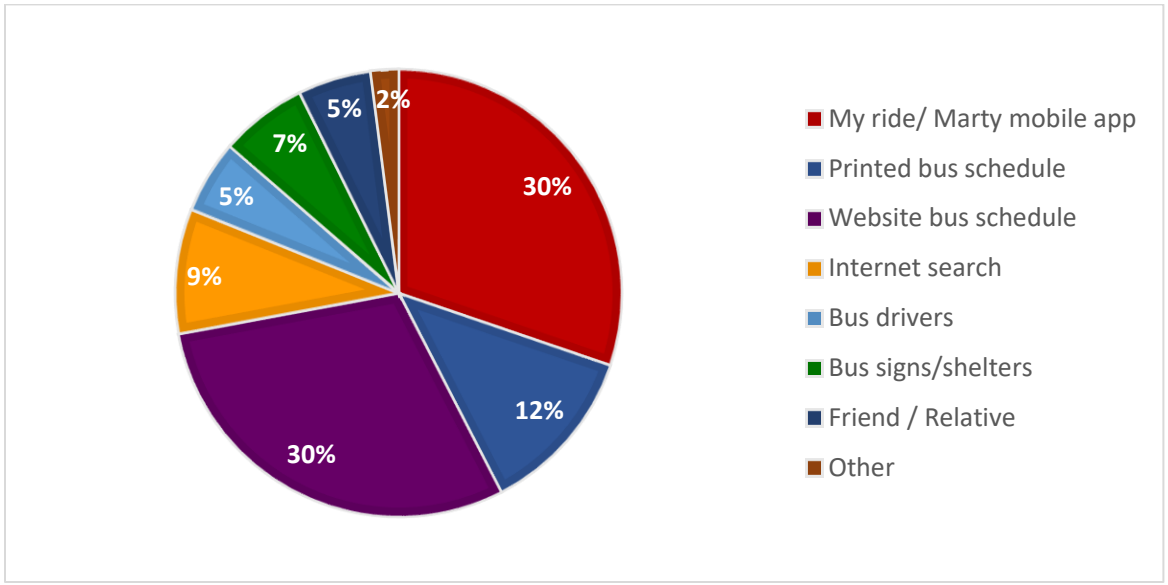
Respondents particularly emphasized the importance of expanding service to Jensen Beach and Palm City, with each representing 13% of the desired service locations. The interest in Jensen Beach, known for its scenic beaches and vibrant community, suggests a strong demand for enhanced public transit options to facilitate greater access to its recreational and retail amenities, especially considering its popularity among tourists. In Palm City, where there is currently no route service, respondents expressed a clear need for efficient transit solutions in this rapidly growing area. Improved connectivity would benefit daily commuters and individuals reliant on public transportation for their everyday needs.

Another critical area highlighted is Stuart, including Stuart Beach, with almost 11% of respondents emphasizing the importance of better integrating this historic downtown and popular beach into the transit network. The desire for shaded shelters and seating at stops—equally receiving 10% of responses—underscores the community's expectations for a more comfortable and user-friendly waiting experience, taking into account the challenges posed by the local climate. These preferences emphasize the significance of thoughtful amenities and strategic route planning in developing a transit system that not only functions effectively but also reflects the community's values and enhances its overall character.

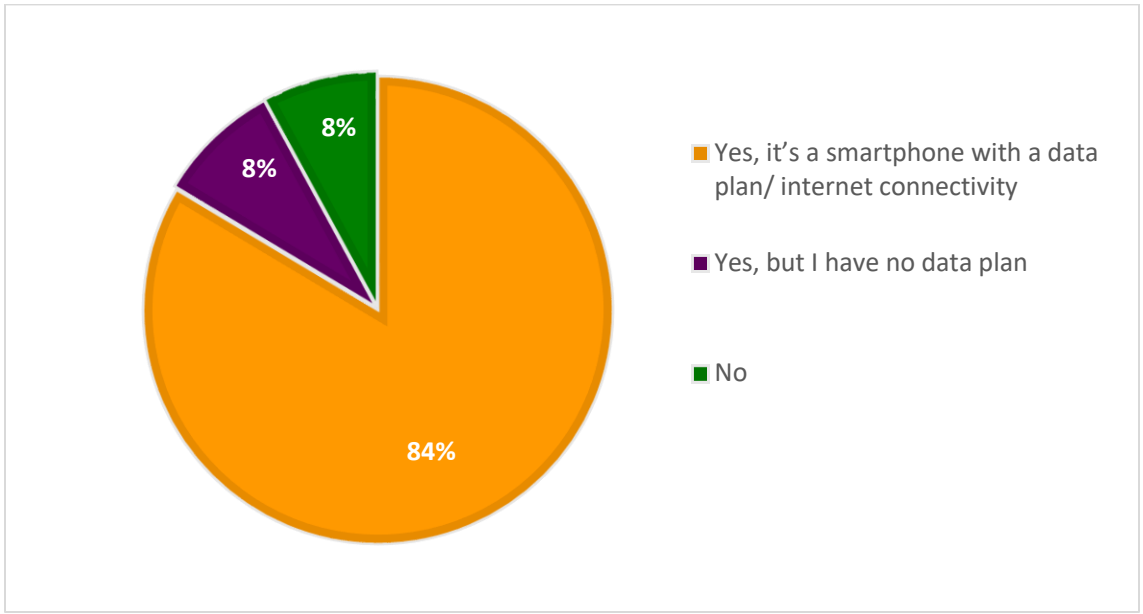
Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied. – 189 Responses



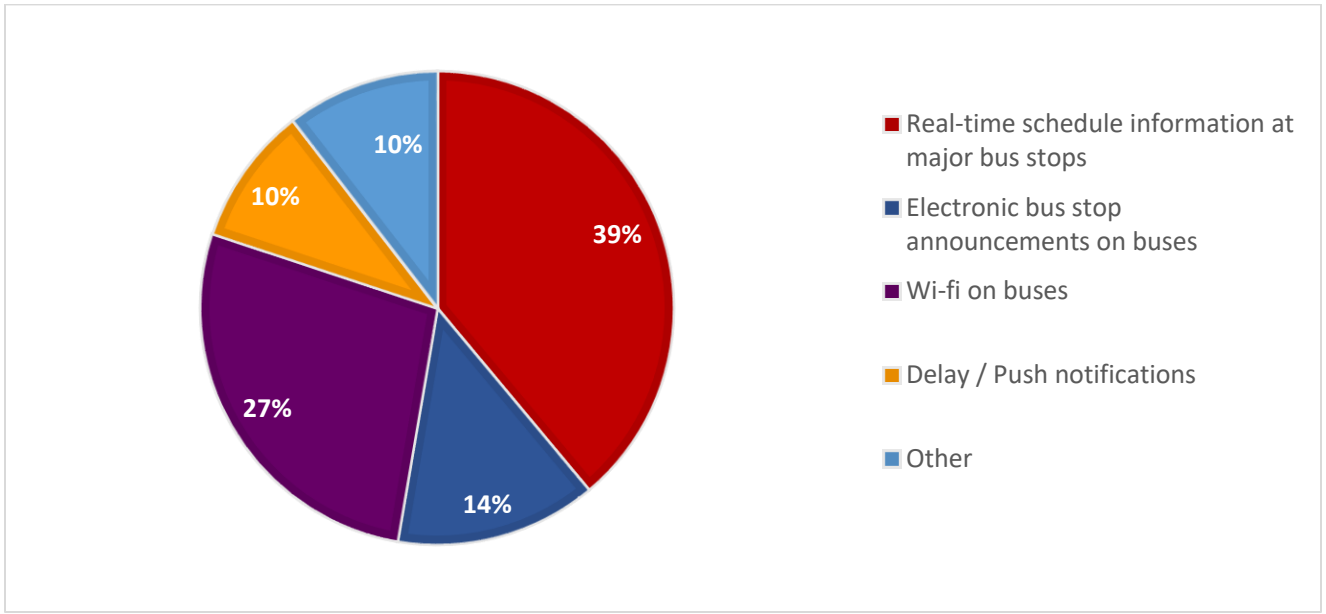
How do you usually get information on bus service? (Please select only ONE)



Do you own a Smartphone? (Please select only ONE)



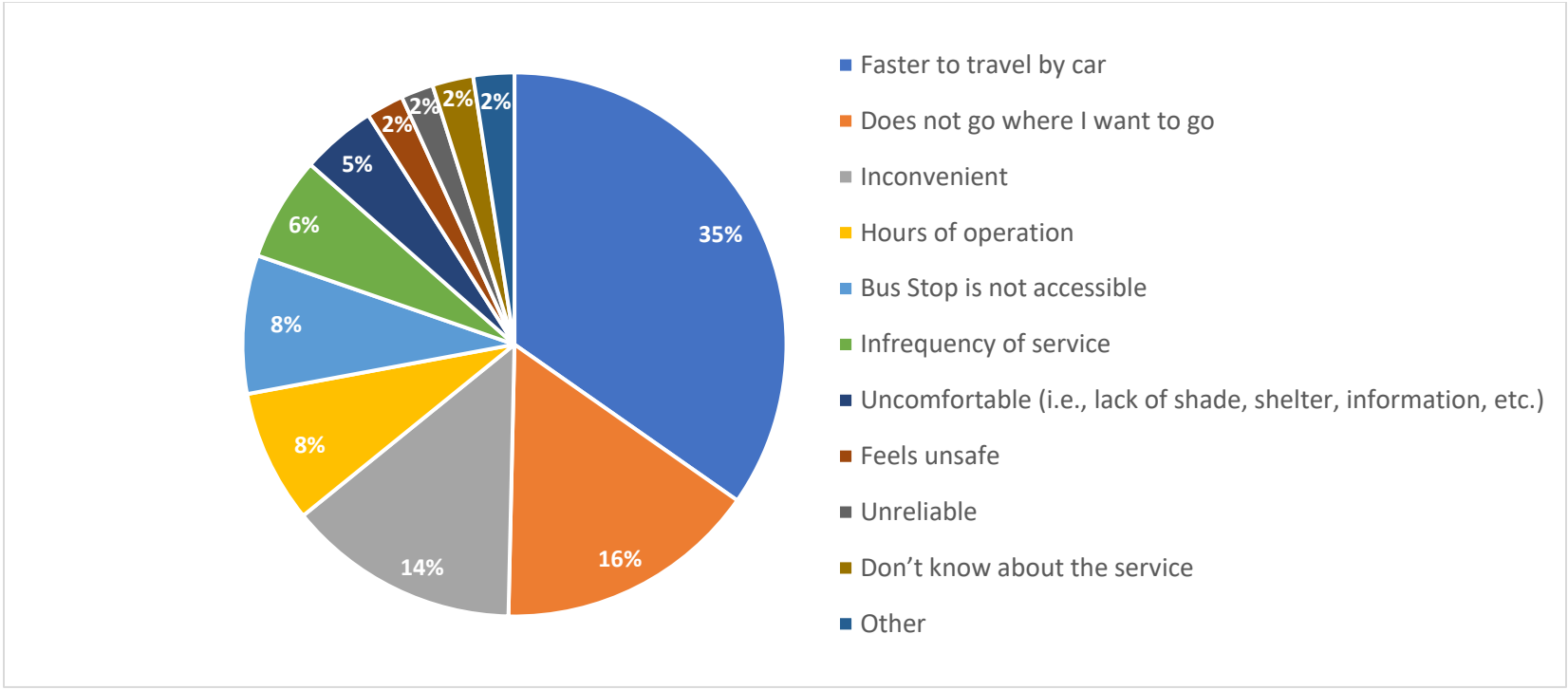
What TECHNOLOGY IMPROVEMENTS would make Marty better?



85% of Respondents who expressed the need to have real-time schedule information and Wi-Fi on buses own a smartphone with data, this represents the majority of users characterized in the survey.74

NON-USER RESPONSES

Why don't you use Marty?



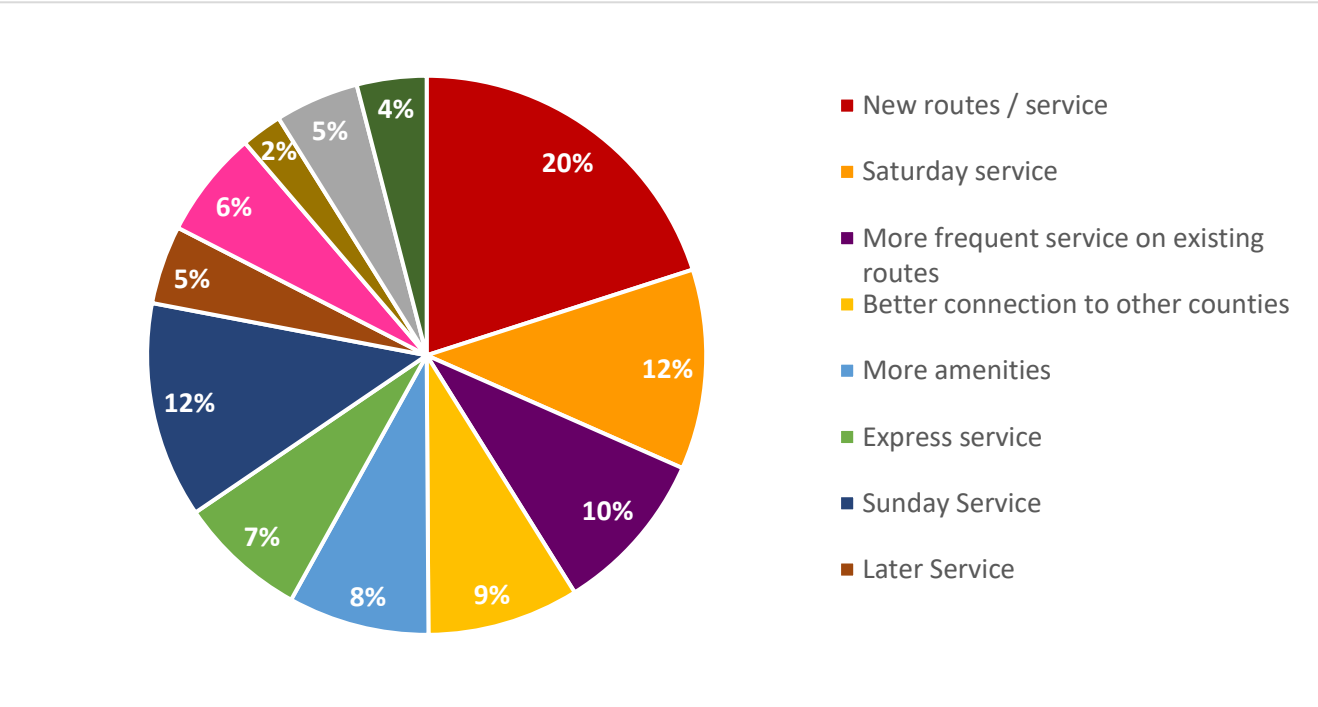
The public responses on why they don't use Marty were varied, however, 35% of responses consider that traveling by car is faster over public transit, especially in avoiding traffic and adhering to strict schedules.

Other responses included having significant challenges in stop accessibility and amenities; 8% of respondents pointed out bus stops often fell outside a reasonable walking distance, while 5% noted a lack of essential facilities such as shelters and seating. Additionally, such problems as finding the service inconvenient (14%), narrow hours of operation (8%), and insufficient coverage (16%) emphasize the need for Marty to evolve into a more responsive and comprehensive transportation solution, with expanded operational hours and frequency also highlighted as areas for improvement.

Where would you like to see service provided?

Feedback on desired service locations underscored a strong demand for enhanced access and connectivity. Palm City emerged as a crucial focal point, with **8.5%** of respondents calling for expanding services to this community hub, reflecting its significance for daily commuters and residents. Other areas such as Jensen Beach, Downtown Stuart, and local beaches were featured prominently, revealing a community interest in transit options catering to essential travel and leisure activities.
This feedback section interestingly included a call from **4.4%** of participants to reconsider or scale down MARTY services. This presentation presented a nuanced view of the system's current efficacy and suggested a critical examination of resource allocation to best meet community needs.

What would encourage you to use Marty? (PLEASE SELECT THREE)
Participants were requested to prioritize up to three improvements that would encourage them to use Marty. The creation of new routes was the standout selection, with 20% signaling a critical need for broader service areas, in addition to a pressing need to expand service to the weekend, representing 24%. This desire for new routes emphasizes a significant opportunity for Marty to capture unmet transportation needs and significantly bolster its network's relevance and utility.



Other key motivators included increased service

frequency and improved inter-county connectivity, suggesting a community aspiration for a transit system that offers reduced wait times and broader regional access. The demand for better amenities, express services, and extended operating hours further articulates a vision for a more accessible, comfortable, and user-friendly public transit experience.

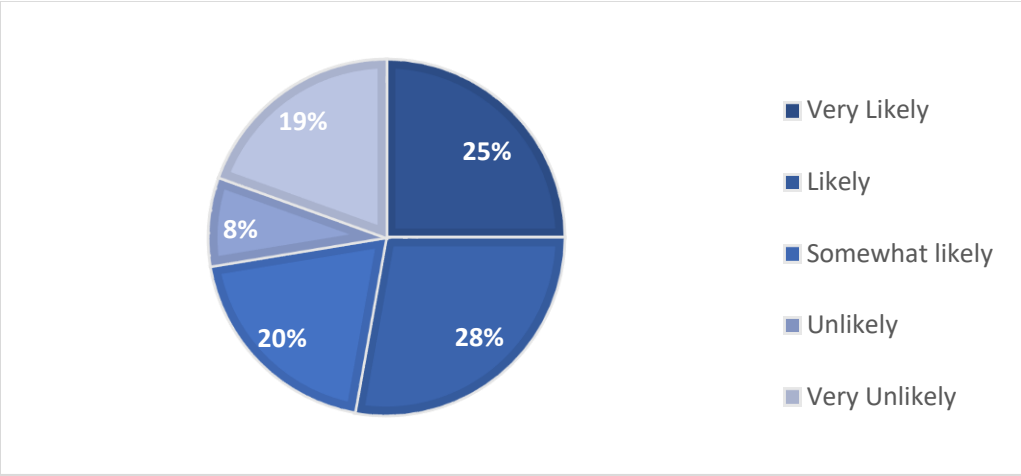
Respondents who selected new routes/services, express service, better connections to other counties, or more amenities were asked to provide locations where they would like to see these services or amenities. This elicited a variety of responses. Notably, 17% of respondents expressed a desire for better connections to other counties, specifically mentioning Palm Beach, Port St. Lucie, and Fort Pierce, along with critical facilities such as airports and Brightline or Tri-Rail stations. This feedback emphasizes the urgent need for regional connectivity to major transit infrastructure, which could significantly enhance Martin County's role as a vital transportation hub in the region.

Requests for expanding services to other locations were also prominent. Downtown Stuart emerged as a central point, with 8% of responses highlighting its importance as a transit nexus. Establishing robust transit links here would not only improve accessibility for daily commuters but also foster local economic growth by efficiently connecting people to this vibrant urban core. The desire for connectivity to Palm City, representing 8.5% of responses, further emphasizes the necessity for service expansion in this area. Other areas of interest included the Kane Center, Jensen Beach, stops along Kanner Highway, and improved connections to shopping centers, schools, churches, and medical facilities.

If you selected new routes/services, express service, better connections to other counties, or more amenities. Please provide the location(s) where you would like to see these services or amenities:

The standout request for a more expansive network was articulated through a keen interest in making Downtown Stuart a new nexus for Marty, representing 8% of responses. This figure highlights Downtown Stuart’s pivotal role as a community focal point, teeming with commercial, cultural, and residential activities. Establishing robust transit links here would not only facilitate greater accessibility for daily commuters, it could also stimulate local economic growth by connecting people more efficiently to this vibrant urban core. Connection to Palm City represented 8.5% of responses, heightening the need for service in this area.
In addition to Downtown Stuart, connectivity to West Palm Beach, including critical facilities like the airport and the Brightline station, emerged as a significant priority with 7.7 %, followed by another regional connection, to Port St. Lucie with 5% of responses prioritizing this connection. This feedback underscores an acute need to be regionally connected to major transit infrastructure. Such connectivity could enhance Martin County’s role as a critical transportation artery in the region.

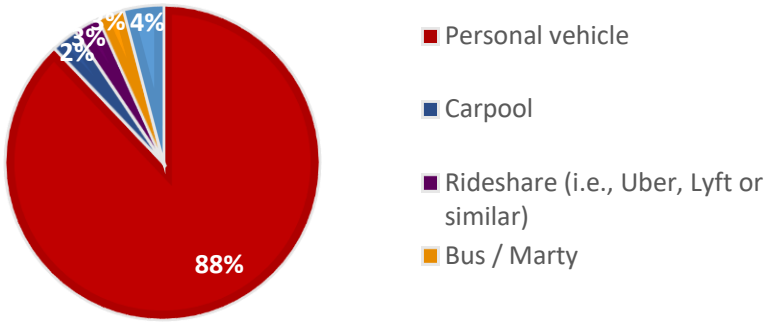
Would you support additional local funding for the transit enhancements you selected in the previous question?



Responses indicating support for additional local funding for the transit system make up 53% of the submissions from non-users. However, there is a notable segment of the public, comprising 27%, who would not advocate allocating resources to the system. This question serves as a crucial gauge of the overall sentiment toward investing in public transit and plays a pivotal role in shaping the system's future expansion goals, which necessitate local funding.

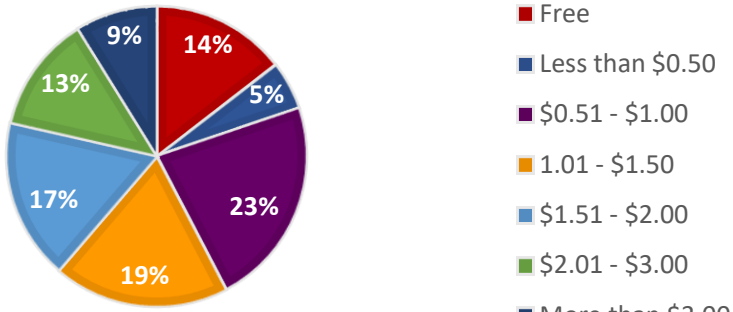
Of those respondents who oppose funding, 35% express the belief that the system should be discontinued, advocating against further resource allocation. One prevailing feedback theme is the perception that buses frequently run empty, rendering the system costly with low ridership. Despite this stance, 26% of these respondents offer innovative ideas and suggestions for enhancing the much-needed system.

What is your primary mode of transportation?



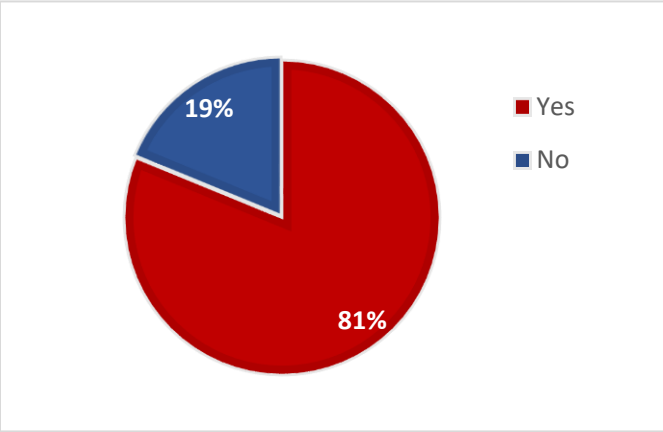
Consistent with current Countywide data and considering this question was answered by non-users, 88% of respondents mobilize on personal vehicles.

What is a reasonable one-way fare?



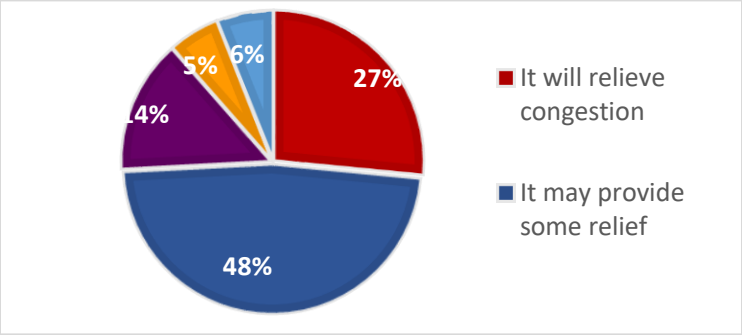
The current one-way full fare of Marty is at $1.50, with discounted fares given to veterans, seniors, and children. Although some respondents (14%) believe the system should be free, the majority of them believe a small fare is adequate.

Is Traffic Congestion an issue in Martin County?



81% of non-users believe that traffic congestion is an issue in Martin Count, from which 77% believe that riding public transit will relieve or provide some relief to this issue, and 74% would support additional local funding for transit enhancements.

Do you think riding Public Transit relieves traffic congestion?



Although respondents to this question are non-users, it does show that the majority of the public (75%) believes that public transit relieves congestion, as it avoids people having to use their private vehicles for day-to-day activities. Nonetheless, there is an 11% of respondents that believe it will make traffic congestion worse.

Please add any other comments or suggestions on Marty's services.

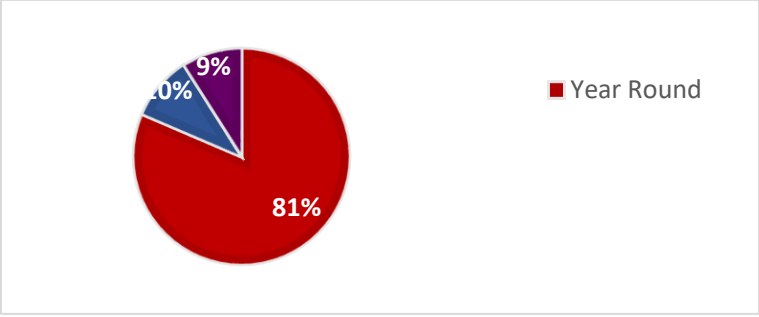
This section presents a range of suggestions, comments, and ideas for enhancing the transit system. Among the feedback received, 27% of respondents offered ideas to improve the service, including extending operating hours, expanding routes, upgrading infrastructure, and focusing on increasing public interest in Marty. Some respondents expressed unawareness of Marty, highlighting the need for new and appealing marketing strategies to attract riders. Additionally, there were calls for innovative solutions such as on-demand services and partnerships with providers like Uber. Negative feedback, comprising comments such as "is a waste of money" or "discontinue this service," was present but represented only 6% of the feedback. Moreover, 8% of respondents commended the system for its provision of services to underserved communities and the senior population.

While 30% of responses were equivalent to no comment or N/A, the overall sentiment suggests that the system is essential. However, there is room for improvement to increase ridership and provide a more convenient and accessible service to users. This diverse range of responses provides valuable feedback for Marty, highlighting areas for enhancement to ensure the continued success of the system.

The following questions were focused on the demographic profile of the respondent, this information is crucial in understanding who are the riders, where they live, their age, and income. These questions were optional for the public to respond, therefore the number of responses fluctuates depending on the type of question.

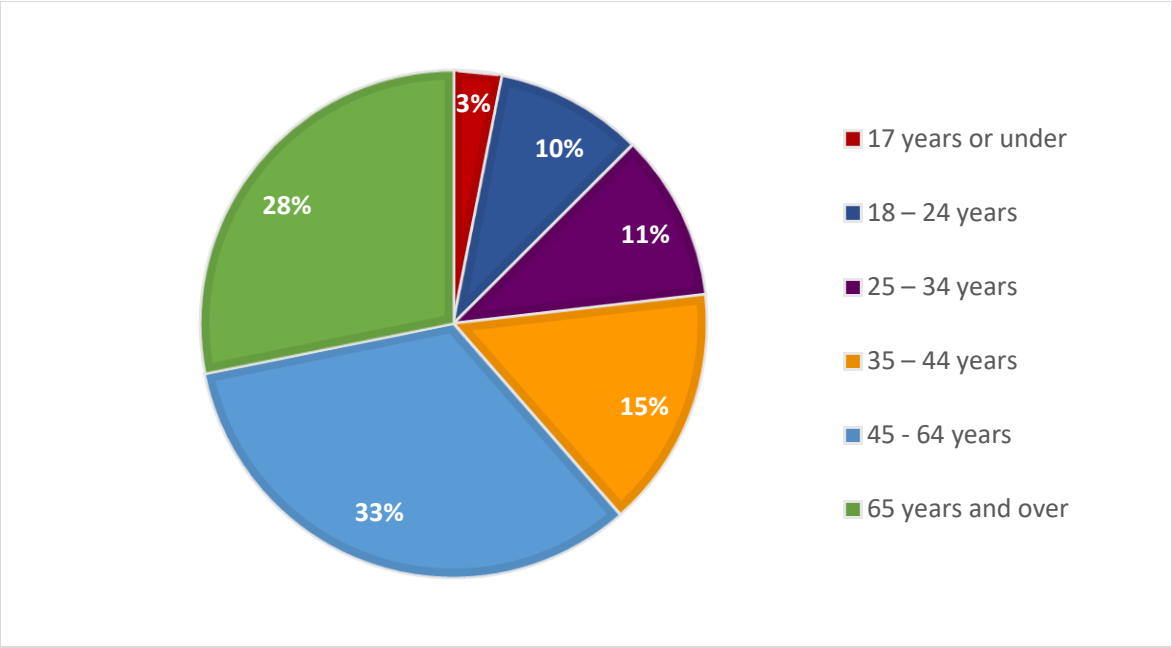
Zip Code – 732 Responses

How many months out of the year do you reside in Martin County? – 710 responses



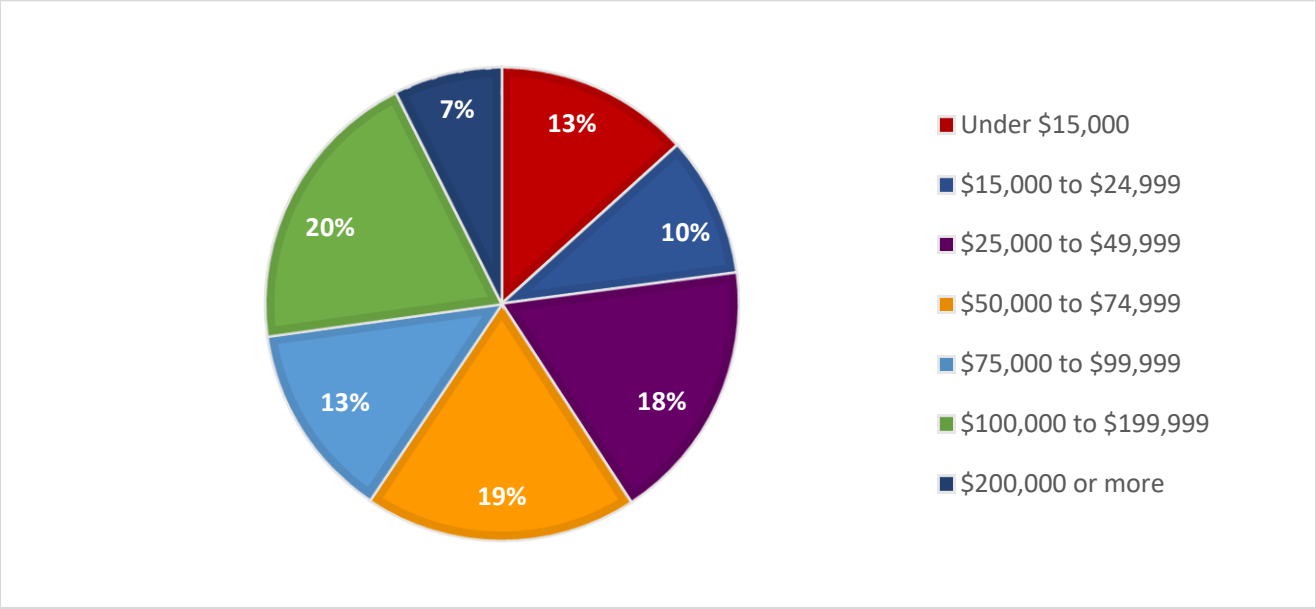
This question aimed to understand what proportion of the respondents correspond to year-round residents and which are snowbirds or seasonal residents. The majority of respondents, 81.4% are year-round residents. Nonetheless, having 18.6% of respondents who are not year-round residents, helps understand their needs and what they are looking for in terms of transit. Seasonal residents may be looking for transit opportunities that involve recreational spots, access to events, connections with regional transport hubs, and so on.

Age range - 684 Responses



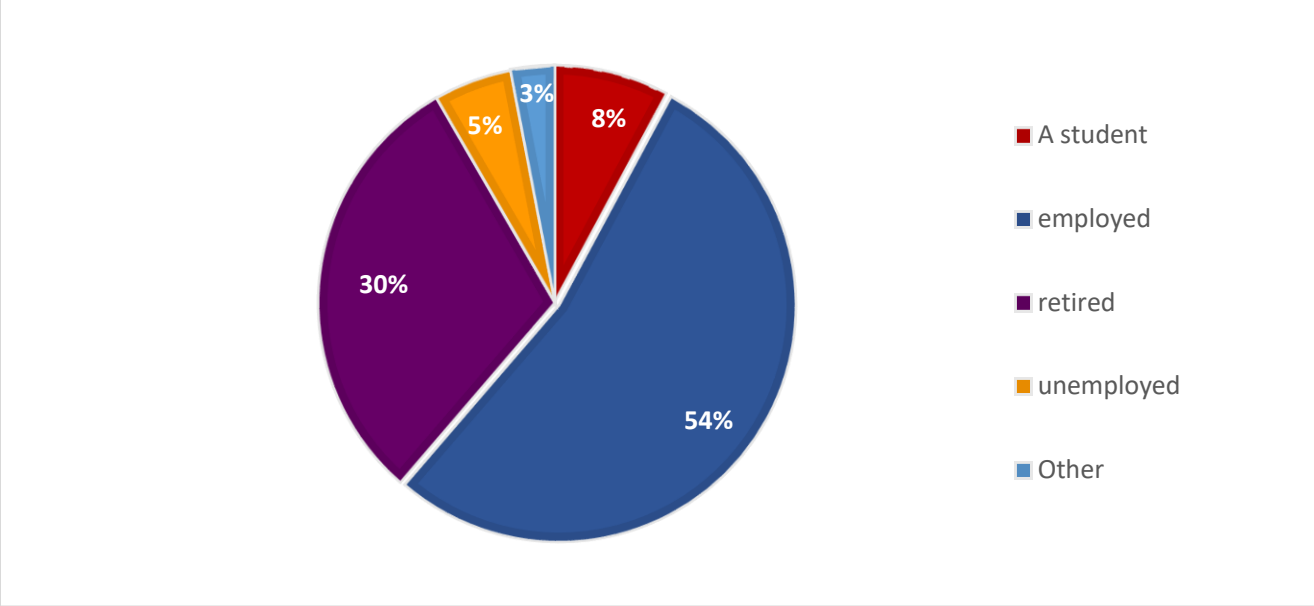
The respondents to the survey were predominantly above 45 years old, representing 61% of the public. Followed by 15.4% of people ranging between 35-44 years. This information is key, whether they are users or non-users of the survey age plays a crucial role in the ability of people to drive. The need to provide a well-connected and expanded transit service allows for older citizens to access it and mobilize for their day-to-day activities.

Household Income (2022) – 581 Responses



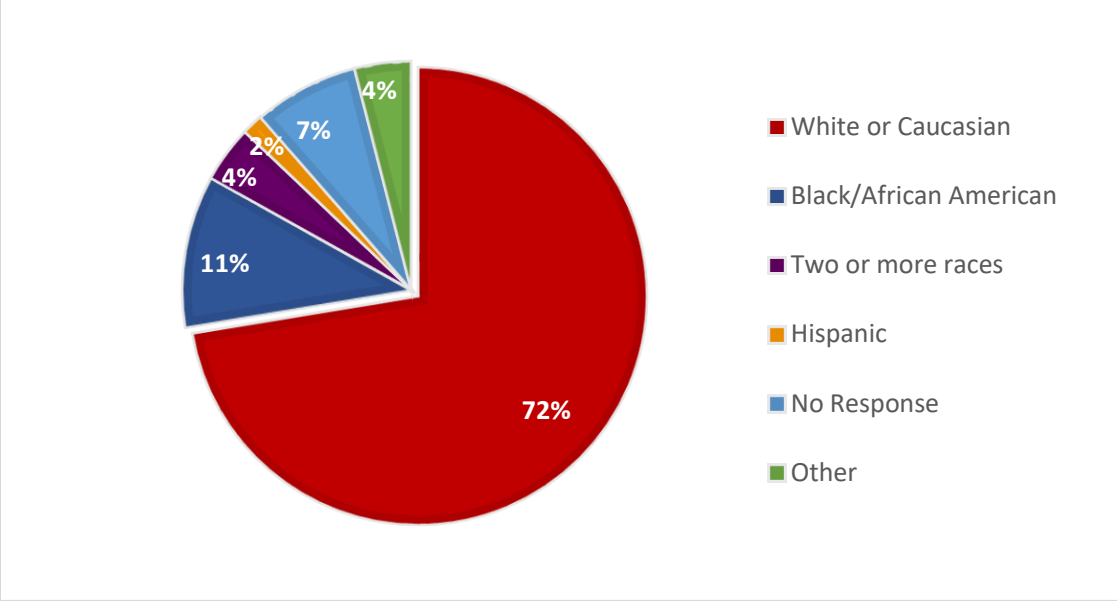
A diverse sample of household income is represented in the chart above, there is no major income group, although 36% of respondents do fall between $50.000 and $74,999. This information is consistent with the County statistics of a Median household income of $77,894 (U.S. Census 2023) Close to 20% of respondents have a household income above $100,000.

Occupation – 663 Responses

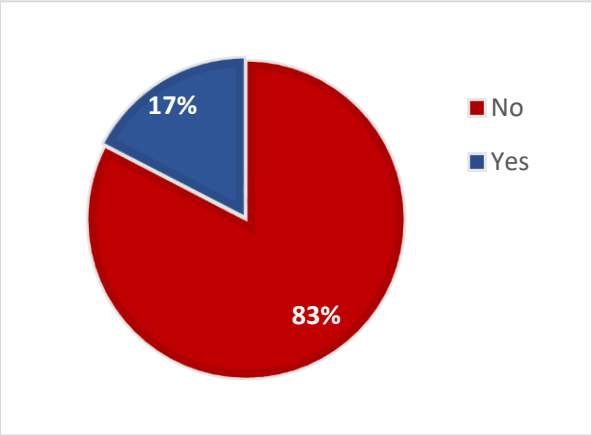


The respondents represent a varied sample of the public, with a majority of the employed community being 54%, and 30% of the retired community.

Race – 619 Responses

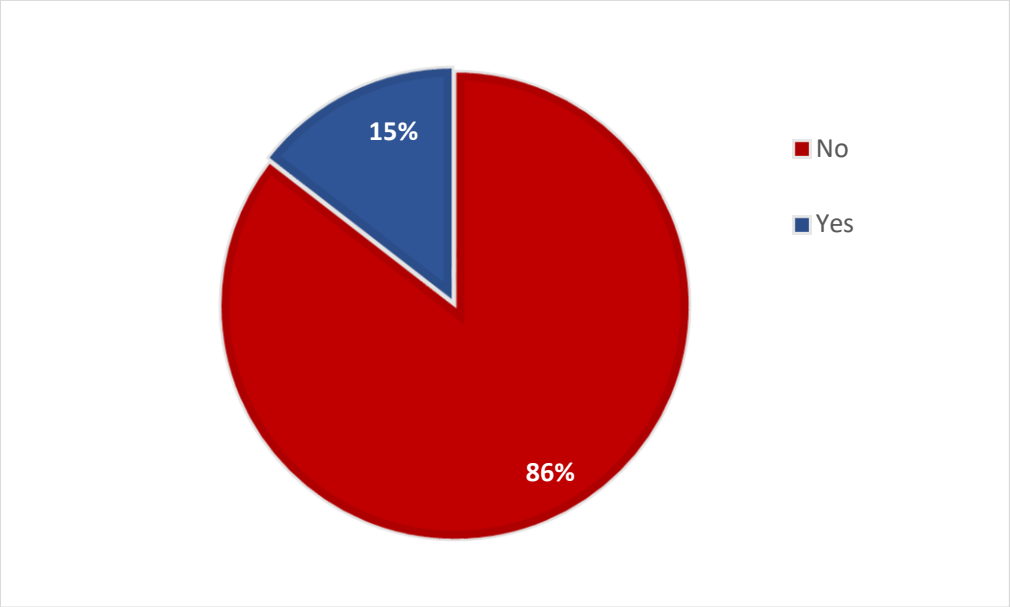


Are you Hispanic, Latino, or Spanish Origin? – 608 Responses



Only 17.4% of the respondents identified themselves as Latino or of Spanish origin.

Do you have a disability? – 634 Responses



In the final question of the survey, the public was asked if they lived with any disability, and **15%** of the responses were affirmative. This group's needs are crucial for the system to address, the Paratransit service currently caters to 3,765 (Figure 33: Marty ADA Annual Ridership, 2017-2022) people per year through their complimentary Paratransit service. 71% of this population is older than 45 years and 30% is a Marty user.

Public Transit Survey. Martin County – Transit Development Plan 2025 – 2034

The Florida Department of Transportation (FDOT) requires recipients of the Public Transit Block Grant program funding to develop and maintain a 10-year Transit Development Plan (TDP). The TDP identifies public transit needs and serves as a strategic planning document that includes public participation, coordination with other plans, community goals, and defines alternative courses of action. The Martin Metropolitan Planning Organization (MPO) is currently in the process of developing the 2024 – 2033 Major Update for TDP for the County. The following survey seeks to identify the public's perception/awareness/observation of Marty, both for users and non-users of the system.

Are with you familiar or have you heard about Martin County's public transportation system, known as Marty? *

- (●) Very familiar
- ( ) Familiar
- ( ) Somewhat familiar
- ( ) Unfamiliar
- ( ) Very unfamiliar

Have you ever used Martin's County transit fixed route bus system (Marty)? *

- (●) Yes (Go to Section II)
- ( ) No (Skip Section II and Go to Section III)

USER SURVEY – SECTION II

What route(s) do you use? (SELECT ALL THAT APPLY) *

- [x] Route 1 (US-1)
- [ ] Route 2 (Indiantown)
- [ ] Route 3 (Stuart)
- [ ] Route 4 (South Stuart/Hobe Sound)
- [ ] Route 20x (to Palm Beach County)

Do you use the City of Stuart's Tram? *

- (●) Yes
- ( ) No

Have you found it easy to understand Marty's routes and schedules? *

- (●) Yes
- ( ) No

What is the reason you use Marty? (SELECT ALL THAT APPLY) *

- [ ] Connect to/from work
- [ ] Pleasure/Recreational purposes/access to Entertainment
- [ ] Attend medical appointments
- [ ] Attend school or college
- [x] Shopping/Errands
- [ ] Other: .....

How do you get to the bus stop? *

- (●) Walk / Wheelchair
- ( ) Bicycle
- ( ) Drive & park
- ( ) Get dropped off
- ( ) Ride with someone who parks
- ( ) Other: .....

How long does it take you to get to the bus stop? *

- (●) 5 -10 minutes
- ( ) More than 10 minutes

Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus? *

- ( ) 1-2 Trips
- (●) 3-4 Trips
- ( ) 5 or more trips

What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE) *

- ○ I do not have a valid driver's license
- ○ I do not have access to a car/vehicle
- ◉ Parking is too expensive/difficult
- ○ I am unable to drive
- ○ The bus is more convenient
- ○ The bus fits my budget better
- ○ The bus is safer/less stressful
- ○ Other: _____

If the bus was not available, what other mode of transportation would you use? *

- ○ Drive personal vehicle
- ○ Ride with someone
- ◉ Taxi / Uber / Lyft
- ○ Walk or bike
- ○ Wouldn't make the trip
- ○ Other: _____

How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only ONE) *

- ○ 1
- ○ 2
- ◉ 3 or more
- ○ None

How long have you been using the Marty bus service? *

- ○ Less than 6 months
- ○ 6 months to 1 year
- ◉ 1 to 3 years
- ○ 3 to 5 years
- ○ Longer than 5 years

What is your usual bus fare? (Please select ONE) *

- ○ Marty Bus Full Fare ($1.50)
- ○ Marty Bus Half Fare (75¢)
- ○ 1-Day Pass ($3.00)
- ○ Commuter Express - 1 Full Fare ($2.00)
- ○ Commuter Express - Half Fare ($1.00)
- ○ ADA Paratransit – Full Fare ($3.00)
- ○ 20-Ride Pass ($20.00)
- ○ Commuter Express 10 Ride ($20)
- ○ Free Fare ($0)
- ◉ Other: Free

What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE) *

- [ ] More frequent service on existing routes
- [x] Better reliability of service on existing routes
- [ ] Saturday service
- [ ] Sunday service
- [ ] Earlier service
- [ ] Later service
- [ ] New routes/services. Where?
- [ ] Express Service. Where?
- [ ] Better connections to other counties. Where?
- [ ] More benches, shelters, bike racks at bus stops. Where?
- [ ] Better sidewalk connections to bus stops
- [ ] Other

If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:

Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied. *

Least Satisfied

- 1 ○
- 2 ○
- 3 ○
- 4 ○
- 5 ○
- 6 ○
- 7 ○
- 8 ○
- 9 ○
- 10 ◉

Most Satisfied

How do you usually get information on bus service? (Please select only ONE) *

- ○ My ride/ Marty mobile app
- ◉ Printed bus schedule
- ○ Website bus schedule
- ○ Internet Search (i.e., Google, bing, or similar)
- ○ Bus drivers
- ○ Bus signs/shelters
- ○ Friend / relative
- ○ Other: .....

Do you own a Smartphone? (Please select only ONE) *

- ◉ Yes, it's a smartphone with a data plan/internet connectivity
- ○ Yes, but I have no data plan
- ○ No

What TECHNOLOGY IMPROVEMENTS would make Marty better? *

- ○ Real-time schedule information at major bus stops
- ◉ Electronic bus stop announcements on buses
- ○ Wi-fi on buses
- ○ Delay / Push notifications
- ○ Other: .....

NON-USER SURVEY – SECTION III

Why don't you use Marty? (SELECT ALL THAT APPLY) *

- [ ] Inconvenient
- [ ] Faster to travel by car
- [ ] Feels unsafe
- [ ] Unreliable
- [ ] Hours of operation
- [ ] Infrequency of service
- [ ] Does not go where I want to go
- [ ] Bus stop is not accessible
- [ ] Uncomfortable (i.e., lack of shade, shelter, information, etc.)
- [x] Other: I use Marty

Where would you like to see service provided? *

Palm City

What would encourage you to use Marty? (PLEASE SELECT THREE) *

- [ ] More frequent service on existing routes
- [ ] Saturday service
- [x] Sunday service
- [ ] Earlier service
- [ ] Later service
- [ ] New routes/service
- [ ] Express service
- [ ] Better connections to other counties
- [ ] More amenities (e.g., benches, shelters, bike racks at bus stops)
- [ ] Better sidewalk connections to bus stops
- [ ] Other: _____

If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:

_____

Would you support additional local funding for the transit enhancements you selected in the previous question? *

- ○ Very likely
- ○ Likely
- ◉ Somewhat likely
- ○ Unlikely
- ○ Very Unlikely

What is your primary mode of transportation? *

- ○ Personal vehicle
- ◉ Carpool
- ○ Rideshare (i.e., Uber, Lyft or similar)
- ○ Bus/Marty
- ○ Micro Transit (e.g., Stuart Tram)
- ○ Medical Transportation
- ○ Taxi/for-hire car
- ○ Other: _____

What is a reasonable one-way fare? *

- ○ Free
- ○ Less than $0.50
- ◉ $0.51 - $1.00
- ○ $1.01 - $1.50
- ○ $1.51 - $2.00
- ○ $2.01 - $3.00
- ○ More than $3.00

Is traffic congestion an issue in Martin County? *

- ○ Yes
- ◉ No

Do you think riding Public Transit relieves traffic congestion? *

- (●) It will relieve congestion
- ( ) It may provide some relief
- ( ) It will have no effect
- ( ) It may create additional congestion
- ( ) It will make congestion worse

Please add any other comments or suggestions on Marty services. *

xxxxxxxxxxxx

GENERAL QUESTIONS – SECTION IV

What is the Zip Code of your primary residence? *

33066

How many months out of the year do you reside in Martin County?

- ○ Year Round
- ◉ Less than 6 months
- ○ 6 months to 1 year

Your age range is (Optional)

- ○ 17 year or under
- ○ 18 – 24 years
- ○ 25 – 34 years
- ○ 35 – 44 years
- ◉ 45 - 64 years
- ○ 65 years and over

Range of your total household income for 2022? (Optional)

- ○ Under $15,000
- ○ $15,000 to $24,999
- ○ $25,000 to $49,999
- ○ $50,000 to $74,999
- ◉ $75,000 to $99,999
- ○ $100,000 to $199,999
- ○ $200,000 or more

Are you _____? (Optional)

- ○ a student
- ◉ employed
- ○ retired
- ○ unemployed
- ○ Other: .....

What is your race? (Optional)

- ○ American Indian or Alaska Native
- ○ Black/African American
- ◉ White or Caucasian
- ○ Asian
- ○ Native Hawaiian or Other Pacific Islander
- ○ Two or more races
- ○ Other: .....

Are you Hispanic, Latino, or Spanish Origin? (Optional)

- ○ Yes
- ◉ No

Do you have a disability? (Optional)

- ○ Yes
- ◉ No

This form was created inside of Marlin Engineering.

Google Forms

1	A: Timestamp	B: Are you familiar or have you heard about Martin County's public transportation system, known	C: Have you ever used Martin's County transit fixed route bus system (Marty)?	D: What route(s) do you use? (SELECT ALL THAT APPLY)	E: Do you use the City of Stuart's Tram?	F: Have you found it easy to understand Marty's routes and schedules?	G: What is the reason you use Marty? (SELECT ALL THAT APPLY)	H: How do you get to the bus stop?	I: How long does it take you to get to the bus stop?	J: Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	K: What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	L: If the bus was not available, what other mode of transportation would you use?	M: How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	N: How long have you been using the Marty bus service?	O: What is your usual bus fare? (Please select ONE)	P: What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
2	10/14/2023 15:41:47	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Connect to/from work	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Wouldn't make the trip	1	Longer than 5 years	Marty Bus Full Fare ($1.50)	Other
3	10/16/2023 9:12:28	Familiar	No (Skip Section II and Go to Section III)													
4	10/16/2023 9:14:53	Very unfamiliar	No (Skip Section II and Go to Section III)													
5	10/16/2023 9:16:27	Familiar	No (Skip Section II and Go to Section III)													
6	10/16/2023 9:32:40	Familiar	No (Skip Section II and Go to Section III)													
7	10/16/2023 9:37:32	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	More than 10 minutes	1-2 Trips	to understand it for my clients	Drive personal vehicle	1	Longer than 5 years	Commuter Express - 1 Full Fare ($2.00)	More frequent service on existing routes, Saturday service, Later service
8	10/16/2023 9:45:40	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Travel training for individuals with disabilities	Walk / Wheelchair	More than 10 minutes	1-2 Trips	Training others how to use Marty	Walk or bike	2	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Earlier service, Later service
9	10/16/2023 10:04:38	Familiar	No (Skip Section II and Go to Section III)													
10	10/16/2023 12:08:21	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart)	Yes	No	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands,	Walk / Wheelchair	More than 10 minutes	1-2 Trips	Alternative form of transportation	Drive personal vehicle	1	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
11	10/16/2023 12:40:10	Somewhat familiar	No (Skip Section II and Go to Section III)													
12	10/16/2023 13:19:39	Familiar	No (Skip Section II and Go to Section III)													
13	10/16/2023 14:47:12	Somewhat familiar	No (Skip Section II and Go to Section III)													
14	10/16/2023 15:17:03	Familiar	No (Skip Section II and Go to Section III)													
15	10/16/2023 15:21:57	Somewhat familiar	No (Skip Section II and Go to Section III)													
16	10/17/2023 17:16:30	Familiar	No (Skip Section II and Go to Section III)													
17	10/17/2023 19:07:46	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	5 or more trips	The bus fits my budget better	Taxi / Uber / Lyft	1	1 to 3 years	1-Day Pass ($3.00)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
18	10/19/2023 16:45:07	Somewhat familiar	No (Skip Section II and Go to Section III)													
19	10/20/2023 11:07:09	Familiar	Yes (Go to Section II)	Route 3 (Stuart), Route 20x (to Palm Beach County)	Yes	No	Pleasure/Recreational purposes/access to Entertainment	Drive & park	More than 10 minutes	1-2 Trips	The bus is more convenient	Drive personal vehicle	2	Longer than 5 years	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
20	10/20/2023 11:12:09	Somewhat familiar	No (Skip Section II and Go to Section III)													
21	10/20/2023 13:10:18	Very familiar	No (Skip Section II and Go to Section III)													
22	10/20/2023 13:13:25	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Connect to/from work, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Walk or bike	None	Longer than 5 years	1-Day Pass ($3.00)	Saturday service, Later service, New routes/services. Where?
23	10/20/2023 14:09:55	Very familiar	No (Skip Section II and Go to Section III)													
24	10/20/2023 14:18:42	Very unfamiliar	No (Skip Section II and Go to Section III)													
25	10/20/2023 14:32:22	Very familiar	No (Skip Section II and Go to Section III)													
26	10/20/2023 14:59:02	Familiar	No (Skip Section II and Go to Section III)													
27	10/20/2023 15:54:46	Unfamiliar	No (Skip Section II and Go to Section III)													
28	10/20/2023 17:17:07	Very familiar	No (Skip Section II and Go to Section III)													
29	10/20/2023 20:24:23	Very unfamiliar	No (Skip Section II and Go to Section III)													
30	10/21/2023 7:19:32	Familiar	No (Skip Section II and Go to Section III)													
31	10/21/2023 7:55:09	Familiar	No (Skip Section II and Go to Section III)													
32	10/21/2023 8:04:30	Somewhat familiar	No (Skip Section II and Go to Section III)													
33	10/21/2023 8:24:34	Familiar	No (Skip Section II and Go to Section III)													
34	10/21/2023 12:14:35	Somewhat familiar	No (Skip Section II and Go to Section III)													
35	10/21/2023 17:02:51	Somewhat familiar	No (Skip Section II and Go to Section III)													
36	10/22/2023 9:03:13	Somewhat familiar	No (Skip Section II and Go to Section III)													
37	10/23/2023 12:05:02	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	Yes	No	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments, Shopping/Errands,	Bicycle	More than 10 minutes	3-4 Trips	Parking expensive/difficult, vehicle access, budget, safer/stress, traffic, trains	Drive, Ride w/someone, Walk/bike, Uber, Wouldn't go	1	1 to 3 years	Marty Bus Full Fare ($1.50)	Later service, New routes/services. Where?, Other
38	10/23/2023 15:30:51	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	No	workshop attendance	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Drive personal vehicle	1	Less than 6 months	Marty Bus Full Fare ($1.50)	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?, Better sidewalk connections to bus stops
39	10/24/2023 10:12:15	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Bicycle	5 -10 minutes	1-2 Trips	The bus reduces the number of vehicles on the road.	Drive personal vehicle	3 or more	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, More benches, shelters, bike racks at bus stops. Where?, Other
40	10/24/2023 20:47:37	Very familiar	No (Skip Section II and Go to Section III)													
41	10/25/2023 12:35:30	Somewhat familiar	No (Skip Section II and Go to Section III)													
42	10/25/2023 13:12:00	Very familiar	No (Skip Section II and Go to Section III)													
43	10/25/2023 18:14:01	Familiar	No (Skip Section II and Go to Section III)													
44	10/25/2023 18:55:25	Somewhat familiar	No (Skip Section II and Go to Section III)													

1	A: Timestamp	Q: If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	R: Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	S: How do you usually get information on bus service? (Please select only ONE)	T: Do you own a Smartphone? (Please select only ONE)	U: What TECHNOLOGY IMPROVEMENTS would make Marty better?	V: Why don't you use Marty? (SELECT ALL THAT APPLY)	W: Where would you like to see service provided?	X: What would encourage you to use Marty? (PLEASE SELECT THREE)	Y: If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Z: Would you support additional local funding for the transit enhancements you selected in the previous question?
2	10/14/2023 15:41:47		10	Printed bus schedule	No	Wi-fi on buses	Unreliable	Us1	More frequent service on existing routes		Very Unlikely
3	10/16/2023 9:12:28						Faster to travel by car	Indiantown	.		Somewhat likely
4	10/16/2023 9:14:53						Faster to travel by car, Unreliable, Hours of operation	Its not where but more actively servicing the stops	More frequent service on existing routes, Earlier service, Better connections to other counties	Connection to tradition in Port Saint Lucie	Likely
5	10/16/2023 9:16:27						Doesn't service where I live	Palm City	New routes/service	Palm City	Likely
6	10/16/2023 9:32:40						Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go	Please add a stop on Palm Beach Road	New routes/service, Express service, Better connections to other counties	There are several nonprofits located on or off of Palm Beach Road. A stop near Palm Beach Road and East 10th Street would serve the needs of our community by making program services easy to access. Express service from Indiantown to Stuart, and intercounty travel from St. Lucie County to Martin would be much appreciated!	Very likely
7	10/16/2023 9:37:32		3	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	tech is not the issue	Inconvenient, Faster to travel by car, Hours of operation, Bus stop is not accessible	NA	More frequent service on existing routes, Saturday service, Later service		Very likely
8	10/16/2023 9:45:40		5	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Faster to travel by car	More stops throughout county	Better connections to other counties		Very likely
9	10/16/2023 10:04:38						Faster to travel by car	East Ocean @ Monterey to downtown @ City Hall on a continuous loop. Need to connect to the Brightline station that needs to be downtown next to the very large parking garage that need so be downtown.	Must be continuous loops with < 10 minute wait times.		Very likely
10	10/16/2023 12:08:21	Routes with stops along Monterey Rd and along Kanner Hwy	5	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Does not go where I want to go	North Kanner Hwy from i95 to US-1	Saturday service		Very likely
11	10/16/2023 12:40:10						Faster to travel by car, Bus stop is not accessible	Kanner	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Somewhat likely
12	10/16/2023 13:19:39						Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service	More service off US1 corridor (Rio, Port Salerno, etc)	More frequent service on existing routes, Later service, Express service		Very likely
13	10/16/2023 14:47:12						Haven't needed to	I'm not sure where it isn't available. Would Palm City to downtown Stuart be a viable option?	Better connections to other counties	Airports? Cruise ports?	Very likely
14	10/16/2023 15:17:03						Faster to travel by car	Continue is same routes	Express service	To the midflorida center from Kanner within 20 min	Very Unlikely
15	10/16/2023 15:21:57						Faster to travel by car	N/A	N/A		Very Unlikely
16	10/17/2023 17:16:30						Faster to travel by car	Make stops in plaza's not busy Kanner Hwy and Ferderal Hwy!	Anything but stops in the road!		Very Unlikely
17	10/17/2023 19:07:46	Create an express route to downtown Fort Pierce Create a route that goes into Jensen Beach and Palm city	8	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Faster to travel by car	Jensen Beach and more areas around Stuart than just one route	Saturday service, Sunday service, Earlier service		Very likely
18	10/19/2023 16:45:07						Faster to travel by car	Direct pickup from home	Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Pickup from home and drop-off directly at businesses	Somewhat likely
19	10/20/2023 11:07:09		4	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Jensen Beach	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely
20	10/20/2023 11:12:09						Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go,	Palm City	Saturday service, Sunday service, New routes/service	Palm City to Stuart and Port Salerno	Likely
21	10/20/2023 13:10:18						Bus stop is not accessible	We need a bus stop closer to LAHIA on Salerno	More frequent service on existing routes, Saturday service, Better connections to other counties	Greyhound bus stations in Port St Lucie	Very likely
22	10/20/2023 13:13:25	Palm Beach Road near Stuart Lodge and shelters nearby	4	Shelter	Yes, but I have no data plan	Real-time schedule information at major bus stops	Hours of operation	Stop on Palm Beach Road stuart and hours to 7pm and Saturday access	Saturday service, Later service, New routes/service	Palm Beach RD	Very likely
23	10/20/2023 14:09:55						Faster to travel by car	No stop near where I live.	Better sidewalk connections to bus stops		Very Unlikely
24	10/20/2023 14:18:42						I knew nothing about Marty or the schedule	I would like to go to shops and the beaches	some information on the routes & rates please send to thartell69@gmail.com		Likely
25	10/20/2023 14:32:22						Inconvenient, Faster to travel by car, Feels unsafe, Bus stop is not accessible	No where	Na		Very Unlikely
26	10/20/2023 14:59:02						Inconvenient, I live in St lucie County and work in Martin County	Not sure	Better connections to other counties, Better sidewalk connections to bus stops		Very likely
27	10/20/2023 15:54:46						Inconvenient, Faster to travel by car	South Stuart to north & south directions	Saturday service		Unlikely
28	10/20/2023 17:17:07						Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Downtown stuart, Indiantown,	More frequent service on existing routes, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very likely
29	10/20/2023 20:24:23						Faster to travel by car, Hours of operation, Does not go where I want to go	Tri rail service to Miami should be extended to Martin County or at least a stop with the Brightline. It will connect us to the majority of the south and central	More frequent service on existing routes, New routes/service, Express service		Very likely
30	10/21/2023 7:19:32						Does not go where I want to go	Innovation hub	New routes/service		Likely
31	10/21/2023 7:55:09						Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Expanded with more frequency out from the US1 corridor. Beaches on the weekends	More frequent service on existing routes, Better sidewalk connections to bus stops, Expanded hours - weekends, holidays, and morning/evening	All the stops need accessible, safe shelters. Expanded service in and out of downtown Stuart so the bus can be part of the solution to parking - including evenings and weekends and increased frequency.	Likely
32	10/21/2023 8:04:30						Does not go where I want to go	Palm City	New routes/service	Palm City	Very likely
33	10/21/2023 8:24:34						Inconvenient, Hours of operation, Infrequency of service, Does not go where I want to go, BRT service up and down us 1	Savannah, Rio, Jensen Beach, more east and west routes on Salerno, Indian, cove, and Monterey, baker, Jensen Beach Blvd, Indian river Dr (north and South). You currently don't provide bus service to the 55 plus communities on East Ocean because the bus turns at Monterey.	More frequent service on existing routes, New routes/service, All of the above for frequency of service including nights and weekends, holidays, early mornings and late evenings	See above. I would also like to see an express bus that connects to go to wherever the new bright light station will be.	Very likely
34	10/21/2023 12:14:35						Faster to travel by car, Does not go where I want to go	Salerno	New routes/service, Express service, Better connections to other counties	Downtown Stuart	Somewhat likely
35	10/21/2023 17:02:51						Does not go where I want to go	To and from returning counties	New routes/service, Better connections to other counties, Better sidewalk connections to bus stops		Very likely
36	10/22/2023 9:03:13						Cancellation/ wait time for door to door is awful	Better availability for disabled/unable to drive residents	Express service, Better sidewalk connections to bus stops		Very likely
37	10/23/2023 12:05:02	All! Need massive expansion of routes, frequency, reliability, express service, service on weekends & increased operation hours, all=benches/shade/rain protection, bike racks sidewalks connectivity, EASY access to real time status info, Wi-Fi. Marty is EXTREMELY limited & burdensome as it functions today.	2	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	All of the above & more! This is a no brainer!	Inconvenient, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.),	Expand N, S, E & W! There should be reliable, safe, expanded routes & frequency public transportation for all areas of the county. Martin county is small. This should not be difficult & needs to be a priority. Especially as we grow.	New routes/service, Better connections to other counties, Expanded routes, reliability, frequency, Express, hours & Weekend Svc, benches, shelters, bike racks at bus stops, Better sidewalk connections to bus stops, Connect other counties w/ increased frequency & availability.	Use common sense city planning. Surrounding counties, connect hard to reach areas with shopping ,businesses & entertainment....w/ frequent, reliable, affordable, safe public transit.	Very Unlikely
38	10/23/2023 15:30:51	beach, and more Stuart to IRSC travel times - Stuart needs shelters.	6	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Inconvenient, Faster to travel by car, Feels unsafe, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Beaches	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	hospital station on Ocean, corner of Monterey and ocean, corner of Monterey and US1	Very likely
39	10/24/2023 10:12:15	We need more bike racks on the buses. If people need to bring their bike and the two spots are already taken, they would have to wait another hour for the next bus.	9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Inconvenient, Faster to travel by car, Feels unsafe, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	to the YMCA in Stuart	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops)	US1 and also Monterey	Very likely
40	10/24/2023 20:47:37						Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go	To the Beach/ indiantown	More frequent service on existing routes, Saturday service, New routes/service		Very likely
41	10/25/2023 12:35:30						I would only want to use it in the morning but would need a faster mode of transportation in the evening. I also think making Marty more for being socially responsible could work to increase riders ie. after going out for drinks	Jensen Beach Blvd	Express service	Jensen Beach - Jensen Beach Blvd/ Palm City - Citrus Blvd	Likely
42	10/25/2023 13:12:00						Bus stop is not accessible	Kai-Kai Farm	Bus stop that's accessible		Somewhat likely
43	10/25/2023 18:14:01						Inconvenient, Faster to travel by car	To churches on Sunday	Saturday service, Sunday service, If I lost my license		Likely
44	10/25/2023 18:55:25						Infrequency of service	Federal highway	More frequent service on existing routes		Likely

1	A: Timestamp	AA: What is your primary mode of transportation?	AB: What is a reasonable one-way fare?	AC: Is traffic congestion an issue in Martin County?	AD: Do you think riding Public Transit relieves traffic congestion?	AE: Please add any other comments or suggestions on Marty services.	AF: What is the Zip Code of your primary residence?	AG: How many months out of the year do you reside in Martin County?	AH: Your age range is (Optional)	AI: Range of your total household income for 2022? (Optional)	AJ: Are you ___? (Optional)	AK: What is your race? (Optional)	AL: Are you Hispanic, Latino, or Spanish Origin? (Optional)	AM: Do you have a disability? (Optional)
2	10/14/2023 15:41:47	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	X	34996							
3	10/16/2023 9:12:28	Personal vehicle	$1.01 - $1.50	Yes	It will have no effect	.	34957	Year Round	35 – 44 years	$200,000 or more	employed	White or Caucasian	No	No
4	10/16/2023 9:14:53	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Just run it more	34987	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	Yes	No
5	10/16/2023 9:16:27	Personal vehicle	$2.01 - $3.00	No	It will have no effect	none	34990	6 months to 1 year	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
6	10/16/2023 9:32:40	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	I am interested in working on a transportation committee if you are looking for volunteers form the nonprofit community.	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	Yes
7	10/16/2023 9:37:32	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Need weekend service and earlier and later options. Better service on key routes	34994	Year Round	45 - 64 years		employed	White or Caucasian	No	No
8	10/16/2023 9:45:40	Personal vehicle	$1.01 - $1.50	Yes	It will have no effect	Need to be cleaner with friendlier staff	34997	Year Round	35 – 44 years	$25,000 to $49,999	employed	White or Caucasian	No	No
9	10/16/2023 10:04:38	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	In most major cities public transportation is free for seniors and only a dollar or $1.50 for others. Because parking is such a problem Downtown it would be great if there was a convenient bus that you could hop on and hop off to get downtown particularly if there's going to be a train stop downtown. Unless the public transportation system is integrated with a train that can get you somewhere it really won't provide much valueIn addition you need to solve the parking problem Downtown before you worry about anything else. Allowing a large public storage unit to be built where is parking garage should be what is the height of miss management on the part of our city commissioners. Let's address the big problem first and worry about other stuff later.	34996	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian		Yes
10	10/16/2023 12:08:21	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Marty needs to expand service to underserved communities, including bus stops where there is a high demand.	34994	Year Round	45 - 64 years		employed	White or Caucasian	No	No
11	10/16/2023 12:40:10	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	n/a	34997	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	No
12	10/16/2023 13:19:39	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	We can do better :)	34957	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
13	10/16/2023 14:47:12	Personal vehicle	Free	Yes	It will relieve congestion	I think we'd have to spend a lot more money on Marty in order to make it a more viable and comfortable option for people to use. I love public transportation and live in an area of Palm City specifically for my ability to walk to just about any place I need or would like to go. If we had the ability to take Marty from the Martin Downs Publix plaza to downtown Stuart on a weekendly and frequent basis (especially on Market on Main days) we would use it.	34990	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
14	10/16/2023 15:17:03	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	n/a	34994	Year Round	35 – 44 years	$50,000 to $74,999	employed			No
15	10/16/2023 15:21:57	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	N/A	34990	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
16	10/17/2023 17:16:30	Personal vehicle	Free	Yes	It will make congestion worse	Please get the stops OFF the busy roads. Put them in plaza's, store lots, just not on busy congested road	34994	Year Round	45 - 64 years		employed			
17	10/17/2023 19:07:46	Bus/Marty	$1.51 - $2.00	Yes	It will relieve congestion	Earlier services	33455	Year Round	25 – 34 years	$25,000 to $49,999	employed	Two or more races	No	No
18	10/19/2023 16:45:07	Personal vehicle	Free	Yes	It may provide some relief	No	34997	Year Round	25 – 34 years		employed			No
19	10/20/2023 11:07:09	Personal vehicle	Free	Yes	It will relieve congestion	-	34994	Year Round	25 – 34 years	$75,000 to $99,999	employed	White or Caucasian	Yes	No
20	10/20/2023 11:12:09	Personal vehicle	$1.01 - $1.50	Yes	It may create additional congestion	Bus stops along Route 1 are placed at or near intersections that hinder the flow of traffic including cars making right hand turns on Route 1 from connecting streets	34990	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
21	10/20/2023 13:10:18	Personal vehicle	Free	Yes	It may provide some relief	Bus should be free in MC	34997	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
22	10/20/2023 13:13:25	Rideshare (i.e., Uber, Lyft or similar)	More than $3.00	Yes	It may create additional congestion	Appreciate the service	34994	Year Round	35 – 44 years	$25,000 to $49,999	employed	Black/African American	No	No
23	10/20/2023 14:09:55	Personal vehicle	More than $3.00	Yes	It will have no effect	The buses appear empty all the time. They stop, no one's gets on or off.	34996	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
24	10/20/2023 14:18:42	Personal vehicle	$2.01 - $3.00	No	It may provide some relief	ty	33455	Year Round	45 - 64 years	$25,000 to $49,999	employed		No	Yes
25	10/20/2023 14:32:22	Personal vehicle	Free	Yes	It will make congestion worse	Makes traffic worse, the stops are in such horrible locations it actually backs up traffic in that line and just upsets reckless drivers	34994	Year Round	25 – 34 years	$100,000 to $199,999	employed			
26	10/20/2023 14:59:02	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Possibly a service like Uber or Lyft with a fleet of smaller county vehicles to pick up residents from their house for a higher fee than the bus fees.	34952	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
27	10/20/2023 15:54:46	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Schedules & routes need to meet needs of community. Shopping, medical etc	34997	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
28	10/20/2023 17:17:07	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	I appreciate the value of public transportation. It seems that in other urban markets there is little or no stigma to riding public transportation. While there seems to be a stigma here. We need to change that.	34994	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
29	10/20/2023 20:24:23	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	Thank you for planning for the success of our county	34990	Year Round	25 – 34 years	$75,000 to $99,999	employed	White or Caucasian	No	No
30	10/21/2023 7:19:32	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	Electric vehicles on demand	41073	Less than 6 months	45 - 64 years		employed			No
31	10/21/2023 7:55:09	Personal vehicle	Free	Yes	It will relieve congestion	Public transportation needs drastic improvement to handle the extreme high density growth happening. For most riders, it should be free - perhaps developing a pass holder program based on income/need. I'd be willing to pay $1 fare so someone who needs the service could have it. Stops need branding and shelter so they can be seen and used. Service needs to be useful - not running on weekends and holidays makes no sense. Limited morning and evening hours means people can't use this for commuting or social activities. Growth requires services.	34994	Year Round	35 – 44 years	$75,000 to $99,999	employed			No
32	10/21/2023 8:04:30	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Palm City	34990	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
33	10/21/2023 8:24:34	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	The way that current bus system is set up, it is not accessible for people who actually need it. It is not a transit option currently for people who use cars as there's limited locations the bus goes. Those who are using the bus currently are people who need transportation on nights and weekends. Most of them are not working 9 to 5 jobs.	34994	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
34	10/21/2023 12:14:35	Personal vehicle	Free	Yes	It will have no effect	Nothing	34997	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
35	10/21/2023 17:02:51	Personal vehicle	Free	Yes	It may provide some relief	To use the service, a more descriptive dollar figure I believe would depend on how far the bus service is going.	34957	Year Round	45 - 64 years		retired			Yes
36	10/22/2023 9:03:13	Taxi/for-hire car	Less than $0.50	Yes	It will relieve congestion	Wait times for door to door pick up and cancellation of scheduled pick up is horrendous.	34997	Year Round	45 - 64 years	Under $15,000	Disabled	White or Caucasian	No	Yes
37	10/23/2023 12:05:02	Personal vehicle	Less than $0.50	Yes	It may provide some relief	This is a mandatory expansion as Martin County Grows, as is the need for widening of the roads. Traffic becoming burdensome. Bring Martin County into the next century....WELL. Plan for growth responsibly & equitably.	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
38	10/23/2023 15:30:51	Personal vehicle	$1.51 - $2.00	No	It will relieve congestion	more coordination with Stuart Tram and focus on tourist travel	34994	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
39	10/24/2023 10:12:15	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Please also consider planting shade trees along sidewalks, so that people walking to the bus stops are not continually in the full sun. Trees in medians are great for cars; people need the shade more than car drivers need it. :-)	34957	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
40	10/24/2023 20:47:37	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	No other comments	34996	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	Yes	No
41	10/25/2023 12:35:30	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	I think if we could just teach people HOW to use the bus ie routes etc. I feel like most of us in Florida have never used public transportation expect maybe the TriRail to go to the airport. I'm thinking a "Party on Marty" type of event so it's a social fun outing to get people on the bus to try it.	34957	Year Round	25 – 34 years	$75,000 to $99,999	employed	White or Caucasian	No	No
42	10/25/2023 13:12:00	Personal vehicle	More than $3.00	No	It may provide some relief	Thanks	34956	Year Round	65 years and over	$100,000 to $199,999	employed	White or Caucasian	No	No
43	10/25/2023 18:14:01	Personal vehicle	Free	Yes	It may provide some relief	None	34996	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
44	10/25/2023 18:55:25	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	It would be nice to have an area where bus could pull off the regular highway	34994	6 months to 1 year	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
45	10/26/2023 7:06:47	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	not sure	More amenities (e.g., benches, shelters, bike racks at bus stops), The lack of air conditioning at stops is a big deterrent.		Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	The bus stops at the corners at intersections were not thought out. Traffic backs up into the intersections. Buses should stop in the middle of the block not the end. It may be hard to get additional support for Marty since it seems only the homeless currently ride it, but I agree that more people actually using the bus would improve congestion on the roads. But to really make an impact you'd need a larger program and more ridership than Marty.	34997	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
46	10/26/2023 8:38:26	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	707/ Dixie Hwy. Jensen Beach	More frequent service on existing routes, New routes/service	Regularly traveled side roads	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	More connection	34957	Year Round	65 years and over	$25,000 to $49,999	employed	White or Caucasian	No	No
47	10/26/2023 10:14:15	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Beaches, libraries	New routes/service, Express service, Better connections to other counties	St Lucie and Palm Beach counties. Recreation and community buildings	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	I'm glad you're asking for public input.	34990	Year Round	65 years and over		retired			
48	10/26/2023 10:51:57	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go	More routes through out the entire county that allow for easier transportation to and from work opportunities	Saturday service, Sunday service, New routes/service	Allowing routes, that mimic weekday service, on the weekends allows those in retail, hospitality, food services, etc or other weekend workforce opportunities to get to and from work.	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	As someone who oftens work with participants that have barriers to work such as transport, Marty has really limited what jobs they are able to take. Especially when weekends are mandatory or evening shifts are expected. The routes are not conducive to supporting getting more individuals into workforce opportunities.	34994	Year Round	35 – 44 years	$25,000 to $49,999	employed	White or Caucasian	No	No
49	10/26/2023 12:01:38	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	More frequent stops on Port Salerno	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Easier way to find schedules	34997	Year Round	65 years and over	$50,000 to $74,999		White or Caucasian	No	No
50	10/26/2023 14:47:51	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Parks and recreation areas	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Hobe Sound	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	More people will use transit if it is more convient	33455	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
51	10/26/2023 14:49:42	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	To the Kane Center at 900 SE Salerno Road, Stuart	New routes/service	Kane Center, 900 SE Salerno Road, Stuart 34997	Likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Our seniors are in desperate need of transportation. The Kane Center / Council on Aging of Martin County offers many great opportunities for socialization and mental stimulation as well as congregate meal sites but many seniors don't have transportation	34997	Year Round	65 years and over					
52	10/26/2023 14:54:07	Familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	Between downtown Stuart and Salerno Waterfront	New routes/service	Port Salerno Waterfront	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	It would also promote safety by relieving congestion and providing transport to folks who have been drinking	34997	6 months to 1 year	45 - 64 years	$200,000 or more	employed	Two or more races	Yes	Yes
53	10/26/2023 15:35:12	Familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	Expanded hours to Becker areas bordering Port St Lucie. This would allow workforce from that area to travel easily	New routes/service	Becker Road and Citrus. US1 and PSL Blvd	Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	None	34990	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
54	10/26/2023 16:15:32	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	N/A	No new service		Very Unlikely	Personal vehicle	Free	No	It will have no effect	Make better use of the taxes you already have.	34994	Year Round	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	Yes	No
55	10/26/2023 16:31:06	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Feels unsafe	Wherever it is needed the most.	None	--	Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	I think the surveying needs to be brought to those who are using the bus system the most. I'm thinking clients of Lahia or maybe Florida Community Health Center. Those who are in low income brackets are those who are most likely to use the bus system, how can the bus system benefit them and how can we change it so it's used more and not wasted? If the need is there and we can fix the issues that keep people from using it then we should. I imagine that most people will continue to use their car until the traffic is so congested that it's better to use the bus, but we're not Miami or even West Palm. I'm open to new solutions and thinking outside of the box with safety being the top priority.	34990	Year Round	25 – 34 years	$100,000 to $199,999	Stay at home mom	White or Caucasian	No	No
56	10/26/2023 16:35:06	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Does not go where I want to go, Bus stop is not accessible, Not available in Palm City	Not necessarily - may help those that would use it.	Wouldn't as too inconvenient for my combination of stops.		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will make congestion worse	Combine all errands/appts @ one time - would never use the public transit.	34990	Year Round	65 years and over		retired	White or Caucasian	No	No
57	10/26/2023 17:09:52	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Feels unsafe, Unreliable, Infrequency of service, Does not go where I want to go	Mall-Beach-Jupiter-Tequesta-Events kip	New routes/service, Express service, Better connections to other counties		Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Need to budget efficiently for public transportation	34957	Year Round	65 years and over	$100,000 to $199,999	employed		Yes	No
58	10/26/2023 17:13:06	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Other roads besides us1 in jensen and stuart	Saturday service, New routes/service	Routes from residential to downtown areas	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Public transit is important but it would be nice to see safer bike lanes	34957	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
59	10/26/2023 17:15:23	Unfamiliar	No (Skip Section II and Go to Section III)																			Didn't know	Beach/ condo area to grocery store	More frequent service on existing routes, New routes/service, Express service	Beach	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Buses should be in top condition, cleaned regularly and have wifi service	34957	Less than 6 months	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
60	10/26/2023 17:16:45	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	I'm doubtful that the service utilization justifies the public support	I'm unlikely to use the service.		Unlikely	Personal vehicle	More than $3.00	Yes	It will have no effect	None	34994	Year Round	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	No	No
61	10/26/2023 17:21:31	Familiar	No (Skip Section II and Go to Section III)																			Hours of operation	Make it accessible but Limit the stops to encourage carpooling or walking where it makes sense	Later service,	N/a	Very Unlikely	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	No additional funding	34957	Year Round	45 - 64 years					
62	10/26/2023 17:35:07	Very familiar	No (Skip Section II and Go																			Inconvenient, Faster to travel by car	No where in Martin county.	Nothing.		Very Unlikely	Personal vehicle	More than $3.00	No	It will make congestion worse	Stop throwing away my tax dollars!! Cancel the buses	34997	Year Round	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
63	10/26/2023 17:45:14	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	to voter locations	transport to hospitals	Hospitals	Very Unlikely	Personal vehicle	$1.51 - $2.00	No	It will have no effect	stops at assisted living communities.	34997	6 months to 1 year	65 years and over		retired	White or Caucasian		No
64	10/26/2023 18:22:29	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	in the US, there is not one municipal transportation system that pays for itself. i would like to see MARTY service replaced with a voucher system to be used with uber or lyft.	nothing		Very Unlikely	Personal vehicle	More than $3.00	No	It will have no effect	MARTY won't relieve traffic congestion because only virtually no one uses it. when i see a MARTY bus, it is almost always empty.	34996	Year Round	65 years and over		retired	Two or more races		Yes
65	10/26/2023 18:22:38	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Only if needed. I don't see many people walking. Also, because you don't have a bus lane/ filter lane it's inconvenient with traffic therefore it would be a good idea to incorporate bus lane/filter lane should you decide to have more busses added	Nothing	N/A	Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will make congestion worse	Incorporate bus lanes/ filter lanes	34997	Year Round	45 - 64 years	$50,000 to $74,999	retired	Two or more races	No	Yes
66	10/26/2023 18:25:31	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go	The right answer is "where it is needed." That means apartment complexes and high density neighborhoods. Destinations need to be grocery store, medical center, library, government offices, and entertainment venues.	Earlier service, Later service, Express service	Express service from residence area to medical center, then multiple stops on return. Express should go from residence to desired stop. (Ie major locations)	Very Unlikely	Personal vehicle	More than $3.00	No	It will make congestion worse	There appears to be very limited need. Plus, if the medical center has patients with transportation needs, then let them pay. Same with grocery stores. How would you justify which and where a stop or pickup is justified? That spot is unfair! This spot is for a Commissioner. It's too expensive! It will never satisfy the clientele. The cost of buses, drivers, maintenance, station upkeep, admin costs, planning, etc. would prohibitively expensive. It would be better off to purchase Five Toyota Priuses and offer them to potential ride share drivers. Give the drivers a stipend to stay in area, special code for users, and it would provide multiple jobs that would not be taxpayer funded.	34994	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	Yes
67	10/26/2023 18:29:26	Familiar	No (Skip Section II and Go																			Inconvenient, Faster to travel by car	N/A	N/A		Very Unlikely	Personal vehicle	More than $3.00	No	It will make congestion worse	N/A	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed		No	No
68	10/26/2023 18:33:36	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	Don't know	Don't know		Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	I am curious to see how it turns out.I may need it in the not so distant future	34997	6 months to 1 year	65 years and over		retired	White or Caucasian	No	No
69	10/26/2023 18:53:27	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	the Kane Center, Council on Aging building on Salerno Rd.	More frequent service on existing routes, New routes/service, Express service	Again I would say Martin County Council on Aging at the Kane Center on Salerno rd. Marty Bus goes right by there and we have asked for a stop and that has never been granted.	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	I don't even know what the fares are to ride the Marty bus, seeing as it doesn't go where I want to go. I have attended meetings of the MPO for years to ask for a stop at the Kane center to no avail. You would think it would be considered seeing as there is The Day Health Clinic for seniors there.	34997	Year Round	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
70	10/26/2023 20:32:59	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	nowhere	Nothing would encourage me to use it		Very Unlikely	Personal vehicle	$1.01 - $1.50	No	It will make congestion worse	give it up	33455	Year Round	65 years and over		retired	Human	Yes	
71	10/26/2023 20:51:25	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Bus stop is not accessible	Not sure!	New routes/service		Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	I am concerned that the buses rarely have people on them! That being said, I support it because there people in MC who need and rely on Marty!	34997	6 months to 1 year	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
72	10/26/2023 20:53:48	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Feels unsafe, Unreliable, Infrequency of service, Uncomfortable (i.e., lack of shade, shelter, information, etc.), Waste of taxpayer funds.	Discontinue. Who rides this?	Stop running empty busses around,		Very Unlikely	Personal vehicle	More than $3.00	No	It will make congestion worse	Political boondoggle.	34957	Year Round	45 - 64 years	$15,000 to $24,999	retired		Yes	No
73	10/26/2023 22:47:24	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Does not go where I want to go, Bus stop is not accessible	Jensen Beach Blvd	Saturday service, Sunday service, New routes/service	Jensen Beach, Rio, Hutchinson Island	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Feature a well-advertised "Ride Free" day or week.	34957	6 months to 1 year	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
74	10/26/2023 22:56:23	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	I do not use it, I don't want more service	I don't use the service and nothing would make me use it		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will make congestion worse	the buses are often empty, they are a waste of taxpayer money	34997	6 months to 1 year	65 years and over		retired	White or Caucasian	No	No
75	10/27/2023 3:06:22	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	1	3 to 5 years	1-Day Pass ($3.00)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?	Benches on Indian street at US 1	8	Both website and mobile app	Yes, it's a smartphone with a data plan/internet connectivity	A. Way to scan your mobile bus pass instead of showing the bus driver	Does not go where I want to go	A route from Walmart to Cleveland Clinic then in to Palm City	Saturday service, Sunday service, Later service	More benchs in general	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	I think Marty Bus is on the right track	33455	Year Round	45 - 64 years	$15,000 to $24,999		White or Caucasian	No	Yes
76	10/27/2023 6:30:09	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Does not go where I want to go	Closer to doctors offices for people who can't walk far. I would love to take my young grandkids places on the weekends using the transportation for fun and something different	Saturday service, Sunday service, Express service		Likely	Personal vehicle	$1.51 - $2.00	No	It will have no effect	It is needed for people with no transportation.	34997	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
77	10/27/2023 7:24:14	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Stop wasting tax dollars and get rid of it	Better sidewalk connections to bus stops		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will have no effect	Get rid of it	34990	Year Round	45 - 64 years	$200,000 or more	employed	Black/African American	No	No
78	10/27/2023 9:33:05	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	I don't have a current map of your routes. This should have been included in this questionnaire.	More frequent service on existing routes, Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very likely	Personal vehicle	Less than $0.50	Yes	It will relieve congestion	Frequent, reliable service with easy connections to other routes is a must.	34957	6 months to 1 year	65 years and over		retired	White or Caucasian		No
79	10/27/2023 10:13:58	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Shopping/Errands	Drive & park	5 -10 minutes	1-2 Trips	I am unable to drive	Drive personal vehicle	1	Longer than 5 years	Marty Bus Full Fare ($1.50)	Better sidewalk connections to bus stops	Don't need any more. I think it's a waste of money. Not enough people using this.	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Faster to travel by car, Does not go where I want to go	Bring in brightline	Better sidewalk connections to bus stops		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may create additional congestion	Do not pour more money into this . Instead maybe expand roads or bring in brightline	34996	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
80	10/27/2023 10:32:05	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Infrequency of service, Does not go where I want to go	Comprehensive Martin County area	More frequent service on existing routes, New routes/service, Express service		Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	You have a good start, keep expanding for the most good	34996	Year Round	45 - 64 years		employed	White or Caucasian	No	No
81	10/27/2023 12:05:06	Very familiar	No (Skip Section II and Go to Section III)																			Feels unsafe, Does not go where I want to go	discontinued	bus stops off us1		Very Unlikely	Personal vehicle	Free	No	It will make congestion worse	someone will be killed, the way the busses stop on us1 during rush hour with a green light, other cities have a pull off area	34994	Year Round	65 years and over	$25,000 to $49,999	retired		No	No
82	10/27/2023 13:08:40	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Bus time schedule not well posted	Nowhere special.	Not much - I like to drive my own car. Will use the service more in the future when I can't drive anymore. Presently 81 years old		Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	None	34994	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
83	10/27/2023 17:27:28	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go	Nowhere. I think the service should be discontinued. It's a waste of money.	Nothing could make me use.	No comment	Very Unlikely	Personal vehicle	Free	No	It will have no effect	I would discontinue service. I wouldn't even think of expanding it. I see Marty on the streets and there is hardly anyone on it. I have seen estimates that it costs the County over $1 million a year to run it. If hardly anyone is using it, it's a waste of taxpayer money, IMO. Maybe replace it with Uber passes purchased at a discount from the county. Just an idea.	33455	Year Round	65 years and over		retired	White or Caucasian	No	No
84	10/28/2023 1:58:59	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Currently I've only seen the Marty buses on US 1, I would guess that most people using Marty would have to walk long distances to arrive at a bus stop on US 1. Uber or Lyft would then be more convenient although more expensive.	As long as I am able to drive myself I would never use the service		Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	Since I have no current use for Marty and don't see an upcoming need, I don't really have any suggestions.	34957	Year Round	65 years and over	$25,000 to $49,999	retired			No
85	10/28/2023 4:21:57	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Unreliable, Infrequency of service, Does not go where I want to go, Bus stop is not accessible,	East Ocean Blvd- Dixie Hwy Jensen Bch blvd	More frequent service on existing routes, New routes/service, Better sidewalk connections to bus stops		Likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Have routes and times accessible	34994	Year Round	65 years and over	Under $15,000	retired	White or Caucasian		No
86	10/28/2023 16:31:12	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	No	No	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Bicycle	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Walk or bike	2	6 months to 1 year	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Better connections to other counties. Where?, More benches, shelters, bike racks at bus stops. Where?	All of them	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	For real time planning to be easy to use	Inconvenient, Hours of operation, Infrequency of service, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	beach	More frequent service on existing routes, Saturday service, Sunday service		Very likely	Personal vehicle	$1.51 - $2.00	No	It will relieve congestion	you have to make it the nicest easiest option and people will use it. 7-10 minute headways then it's a no brainer for us	34994	Year Round	35 – 44 years		employed	White or Caucasian	No	Yes

Row	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
87	10/28/2023 19:31:55	Familiar	No (Skip Section II and Go to Section III)													
88	10/30/2023 10:02:05	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Attend medical appointments	Bicycle	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	1	1 to 3 years	Marty Bus Half Fare (75¢)	Saturday service, Sunday service
89	10/30/2023 10:11:47	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown), Route 20x (to Palm Beach County)	No	Yes	Shopping/Errands	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	Less than 6 months	Marty Bus Half Fare (75¢)	Saturday service, Sunday service, New routes/services. Where?
90	10/30/2023 10:37:04	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Attend school or college	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus fits my budget better	Drive personal vehicle	3 or more	6 months to 1 year	Marty Bus Full Fare ($1.50)	Later service, New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
91	10/30/2023 10:44:34	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Shopping/Errands	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Wouldn't make the trip	None	1 to 3 years	Commuter Express - 1 Full Fare ($2.00)	Better reliability of service on existing routes
92	10/30/2023 11:07:02	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Attend school or college	Ride with someone who parks	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Sunday service, Other
93	10/30/2023 11:07:22	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical	Bicycle	5 -10 minutes	5 or more trips	I do not have access to a car/vehicle	Walk or bike	None	3 to 5 years	1-Day Pass ($3.00)	Saturday service, Sunday service, Later service
94	10/30/2023 11:10:52	Familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	Yes	Shopping/Errands	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	6 months to 1 year	Commuter Express - 1 Full Fare ($2.00)	Saturday service, Sunday service, Later service
95	10/30/2023 11:16:42	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Attend school or college	Ride with someone who parks	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Other
96	10/30/2023 11:50:16	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments, Attend	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I am unable to drive	Taxi / Uber / Lyft	2	Longer than 5 years	.75-1.00	Saturday service, Sunday service, Later service
97	10/30/2023 14:27:35	Very familiar	No (Skip Section II and Go to Section III)													
98	10/30/2023 14:33:19	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical	Walk / Wheelchair	More than 10 minutes	3-4 Trips	The bus is more convenient	Drive personal vehicle	1	Longer than 5 years	20-Ride Pass ($20.00)	More frequent service on existing routes, Saturday service, Later service
99	10/30/2023 14:37:23	Very familiar	No (Skip Section II and Go to Section III)													
100	10/30/2023 14:45:55	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work	Walk / Wheelchair	More than 10 minutes	5 or more trips	The bus is safer/less stressful	Walk or bike	2	Less than 6 months	Commuter Express - 1 Full Fare ($2.00)	New routes/services. Where?
101	10/30/2023 15:10:03	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	No	Yes	Na	Bicycle	5 -10 minutes	5 or more trips	Na	Walk or bike	1	6 months to 1 year	Marty Bus Half Fare (75¢)	Sunday service, Later service, More benches, shelters, bike racks at bus stops. Where?
102	10/30/2023 15:30:38	Familiar	No (Skip Section II and Go to Section III)													
103	10/30/2023 16:43:57	Familiar	No (Skip Section II and Go to Section III)													
104	10/30/2023 16:47:57	Unfamiliar	No (Skip Section II and Go to Section III)													
105	10/31/2023 11:53:17	Very familiar	Yes (Go to Section II)	Route 4 (South Stuart/Hobe Sound)	No	Yes	Shopping/Errands	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	2	6 months to 1 year	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, Sunday service
106	10/31/2023 13:12:11	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment,	Get dropped off	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Ride with someone	1	1 to 3 years	1-Day Pass ($3.00)	Express Service. Where?
107	11/1/2023 5:39:33	Very familiar	Yes (Go to Section II)	Route 3 (Stuart), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Bicycle	5 -10 minutes	1-2 Trips	Parking is too expensive/difficult	Drive personal vehicle	1	1 to 3 years	Marty Bus Half Fare (75¢)	Saturday service, New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
108	11/1/2023 13:09:11	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Shopping/Errands, Seeing family and friends	Walk / Wheelchair	More than 10 minutes	1-2 Trips	The bus is safer/less stressful	Wouldn't make the trip	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	Better sidewalk connections to bus stops
109	11/1/2023 14:02:28	Familiar	No (Skip Section II and Go to Section III)													
110	11/1/2023 15:52:46	Very familiar	No (Skip Section II and Go to Section III)													
111	11/2/2023 14:54:34	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Less than 6 months	1-Day Pass ($3.00)	More benches, shelters, bike racks at bus stops. Where?
112	11/2/2023 15:19:56	Very familiar	No (Skip Section II and Go to Section III)													
113	11/2/2023 16:24:14	Very unfamiliar	No (Skip Section II and Go to Section III)													
114	11/3/2023 10:18:05	Somewhat familiar	No (Skip Section II and Go to Section III)													
115	11/3/2023 15:28:24	Familiar	No (Skip Section II and Go to Section III)													
116	11/3/2023 15:34:25	Very familiar	No (Skip Section II and Go to Section III)													
117	11/3/2023 17:07:30	Somewhat familiar	No (Skip Section II and Go to Section III)													
118	11/3/2023 17:39:52	Familiar	No (Skip Section II and Go to Section III)													
119	11/3/2023 17:52:33	Familiar	No (Skip Section II and Go to Section III)													
120	11/3/2023 18:06:11	Very unfamiliar	No (Skip Section II and Go to Section III)													
121	11/3/2023 18:13:06	Very unfamiliar	No (Skip Section II and Go to Section III)													
122	11/3/2023 18:14:26	Somewhat familiar	No (Skip Section II and Go to Section III)													
123	11/3/2023 18:17:46	Very unfamiliar	No (Skip Section II and Go to Section III)													
124	11/3/2023 18:23:26	Very unfamiliar	No (Skip Section II and Go to Section III)													
125	11/3/2023 18:24:28	Unfamiliar	No (Skip Section II and Go to Section III)													
126	11/3/2023 18:35:06	Unfamiliar	No (Skip Section II and Go to Section III)													
127	11/3/2023 18:42:48	Somewhat familiar	No (Skip Section II and Go to Section III)													
128	11/3/2023 18:46:53	Somewhat familiar	No (Skip Section II and Go to Section III)													
129	11/3/2023 18:48:39	Familiar	No (Skip Section II and Go to Section III)													
130	11/3/2023 18:55:16	Somewhat familiar	No (Skip Section II and Go to Section III)													
131	11/3/2023 18:55:57	Very unfamiliar	No (Skip Section II and Go to Section III)													
132	11/3/2023 18:57:51	Unfamiliar	No (Skip Section II and Go to Section III)													
133	11/3/2023 19:01:18	Unfamiliar	No (Skip Section II and Go to Section III)													
134	11/3/2023 19:08:18	Somewhat familiar	No (Skip Section II and Go to Section III)													
135	11/3/2023 19:14:45	Somewhat familiar	No (Skip Section II and Go to Section III)													
136	11/3/2023 19:16:03	Somewhat familiar	No (Skip Section II and Go to Section III)													
137	11/3/2023 19:18:22	Very unfamiliar	No (Skip Section II and Go to Section III)													
138	11/3/2023 19:24:44	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Drive & park	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Taxi / Uber / Lyft	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	Other
139	11/3/2023 19:26:08	Somewhat familiar	No (Skip Section II and Go to Section III)													

Row	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:
87						Inconvenient, Faster to travel by car, Feels unsafe, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	No service	Stop funding Marty public transportation	
88		10	Bus drivers	No	Real-time schedule information at major bus stops	N/A	JB	Saturday service, Sunday service,	
89		8	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications	Faster to travel by car	N/A	Saturday service	
90	NA	8	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Faster to travel by car	NA	More frequent service on existing routes, Better sidewalk connections to bus stops	NA
91		8	Internet Search (i.e., Google, bing, or similar)	Yes, but I have no data plan	Real-time schedule information at major bus stops	N/A	N/A	Saturday service, Sunday service, N/A	N/A
92		9	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Hours of operation	PSL	Sunday service, Free	PSL
93	Along US1	6	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Hours of operation, Infrequency of service	LAHIA	Saturday service, Sunday service, Better connections to other counties	Palm beach
94		8	Internet Search (i.e., Google, bing, or similar)	Yes, but I have no data plan	Real-time schedule information at major bus stops	Inconvenient, N/A	I-95 South	Saturday service, Sunday service	
95	Port st lucie	8	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops	Hours of operation,	Port st lucie	Later service	
96		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses	I use it	Wellington	Saturday service, Sunday service, Later service	Wellington
97						Faster to travel by car, Hours of operation, Bus stop is not accessible	Jensen beach	Sunday service, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)	The mall , Jensen beach boulevard
98		8	Printed bus schedule	No	Real-time schedule information at major bus stops				
99						Inconvenient, Faster to travel by car, Difficult to travel with 3 kids.	YMCA	New routes/service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Museums, kid friendly attractions
100	Jensen beach from Stuart	9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses				
101		10	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
102						Does not go where I want to go	Palm city ROAD between us1 and monterey	New routes/service	Palm city rd between us1 and monterey
103						Infrequency of service	From hobe sound to stuart	More frequent service on existing routes, New routes/service, Better connections to other counties	From Miami to Orlando
104						Not very knowledgeable about it	All around Florida!	Saturday service, Sunday service, Later service	Just service all the time if possible
105		9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications				
106		1	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
107	Kanner Highway needs stops	6	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
108		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
109						Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go	To the beaches	Saturday service, Sunday service, New routes/service	Downtown Jensen beach, Hutchinson island, Jensen beach beach, Stuart beach
110						Inconvenient, Faster to travel by car, Infrequency of service, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	I would like to see Marty Bus service canceled and an Uber-like service started. Lets join the 21 Century.	There is nothing that would encourage me to waite for a bus in Florida, it just wasting more Tax Dollars which adds to more people going to bed hungry and will also add more people to become homeless because of the amount of money wasted on bus service	
111		10	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses				
112						Inconvenient, Faster to travel by car, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	I feel. that this service is a complete waste of taxpayer money, as these buses run around empty most of the time. Why wouldn't you use smaller fleets that would be more economical to operate. I recently read that the per trip cost of these buses far exceed what it would cost for an Uber ride	See above	See above
113						Faster to travel by car	Vista Pines	More frequent service on existing routes, Earlier service, New routes/service	Vista Pines
114						Faster to travel by car, Feels unsafe, Hours of operation, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Sewalls Point, Hutchinson Island area so access to beaches, water, and amenities over here is increased.	Saturday service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Perhaps connections to Palm Beach County
115						Inconvenient, Faster to travel by car, Does not go where I want to go	Service should be curtailed due to low ridership	New routes/service, Nothing as the service is inconvenient to where I live and where I might want to go.	Establish a loop from Jensen Beach to Stuart to the beaches and back to Jensen Beach.
116						Car	Port salerno	Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	
117						Don't know where to	All of Stuart including Hutchinson	New routes/service	
118						Inconvenient, Infrequency of service, Bus stop is not accessible	Kanner hwy	Saturday service, Later service, New routes/service	Kanner hwy
119						Faster to travel by car, Not sure where it goes	Palm Beach Airport, Jupiter (Abacoa)	Express service, Better connections to other counties	PBI airport, st Lucie Mets stadium, Jupiter baseball stadium, bathtub beach or other beach stops
120						Does not go where I want to go	To tri rail	Not sure	Tri rail
121						Faster to travel by car, Infrequency of service	More downtown stops	More frequent service on existing routes, Express service, Better sidewalk connections to bus stops	Na
122						Faster to travel by car, Hours of operation, Infrequency of service	More distance I think and times aren't great for work or school scheduled	More frequent service on existing routes, Earlier service, New routes/service	Getting to palm beach or psl is difficult and not frequent enough for people working or going to school
123						Faster to travel by car, Does not go where I want to go	Further down ocean blvd	Saturday service, Sunday service, New routes/service	Ocean Blvd
124						Don't know where to find route or schedule	SE Stuart to treasure coast mall	Better sidewalk connections to bus stops	
125						Personal vehicle	Pick up from bar	Saturday service, Sunday service, Later service	
126						Na	Beach route	Saturday service, Sunday service, Later service	Na
127						Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Downtown Stuart	Saturday service, Later service, Better sidewalk connections to bus stops	
128						Own a car	Wherever the needs are, I don't know. Follow the data	New routes/service	Any would be new
129						Faster to travel by car, Hours of operation, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	More stops different locations	Express service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Hospital,Uregurt centers,doctor offices
130						Faster to travel by car	None	Don't know the routes	
131						Don't know it exists	Locally In palm city	Saturday service, Later service, New routes/service	Palm city
132						Does not go where I want to go, Bus stop is not accessible	Not sure	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	
133						Faster to travel by car	Service with palm beach	More frequent service on existing routes, Saturday service, Later service	
134						Does not go where I want to go	Beach	Better connections to other counties	St Lucie co.
135						Faster to travel by car	Palm city road	Express service	Downtown Stuart
136						Faster to travel by car, Bus stop is not accessible	Palm city road-off kanner	New routes/service, Better sidewalk connections to bus stops	Palm city rd-Kanner highway
137						Na	Ocean blvd to Fed Hwy via Monterey	More frequent service on existing routes, Saturday service, Sunday service	Na
138		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Sound for visually impaired				
139						Na	Through Stuart and between Port Saint Lucie	Any	Na

Row	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
87	Very Unlikely	Personal vehicle	More than $3.00	Yes	It will make congestion worse	This money should be better spent on helping our veterans in our community.	34997	Year Round						
88	Very likely	N/A	Free	Yes	It will relieve congestion	N/A	34996							
89	Likely	Carpool	$1.51 - $2.00	Yes	It may provide some relief	N/A	N/A							
90	Likely	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	I take the Martin Bus and it provides great traveling	34956	Year Round	18 – 24 years	$25,000 to $49,999	a student		Yes	No
91	Likely	N/A	$2.01 - $3.00	Yes	It will relieve congestion	N/A	34997	Year Round						
92	Likely	Bus/Marty	Free	Yes	It will relieve congestion	I want is free for students	34896	Less than 6 months	35 – 44 years		unemployed	Black/African American	No	No
93	Likely	Personal vehicle	Free	No	It may provide some relief	Overall good	34997	Year Round	45 - 64 years	Under $15,000	retired	White or Caucasian	Yes	Yes
94	Likely	N/A	$1.51 - $2.00	Yes	It may provide some relief	N/A	34997	Year Round						
95	Very likely	Rideshare (i.e., Uber, Lyft or similar)	Free	Yes	It will relieve congestion	I need free bus	34983	Less than 6 months	45 - 64 years		unemployed	Black/African American	No	No
96	Likely	Bus/Marty	$0.51 - $1.00	No	It will relieve congestion	Like it	34953	Year Round	45 - 64 years		unemployed	Hispanic	Yes	Yes
97	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	No	34957	6 months to 1 year	45 - 64 years	$75,000 to $99,999	retired	White or Caucasian	No	No
98							34996	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
99	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None	33455	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
100							33458	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
101							34994							
102	Likely	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	Ty	34990	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
103	Likely	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	More routes more often	33455	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
104	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Weekend and late nights would be amazing	33455	Year Round	18 – 24 years	$25,000 to $49,999	a student	White or Caucasian	No	No
105							33455	6 months to 1 year	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
106							34997	6 months to 1 year	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
107							34996	Year Round	65 years and over	$25,000 to $49,999	employed	White or Caucasian	No	No
108							33458	Less than 6 months	18 – 24 years		employed	Native American	No	Yes
109	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	I think two loops would be perfect-with supplemental services in between. One main route down the us1 corridor and another route from sewalls point to Jensen beach via Hutchinson island/indian river drive. You could connect these routes using ride shares	34994		25 – 34 years	$25,000 to $49,999	employed	White or Caucasian	No	No
110	Very Unlikely	I walk alot	$2.01 - $3.00	Yes	It may create additional congestion	A small NC city operates Uber- like public Transit. It's time Martin County moves into the 21 Century	34957	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
111							34994	Year Round	35 – 44 years	Under $15,000	unemployed	Two or more races	No	Yes
112	Very Unlikely	Personal vehicle	More than $3.00	Yes	It may create additional congestion	Stops located along major highways such as US 1 create additional congestion by blocking traffic lanes. Stops should be located along side streets adjacent to US 1.	34997	Year Round	45 - 64 years		employed			No
113	Likely	Personal vehicle	Free	Yes	It may provide some relief	Route info	34996	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	Yes
114	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Needs to be safer with better shelters, service, and facilities	34996	6 months to 1 year	18 – 24 years	$100,000 to $199,999	employed	White or Caucasian	No	No
115	Very Unlikely	Taxi/for-hire car	$1.01 - $1.50	No	It will have no effect	The money spent on Marty should be used to supplement transportation for disadvantaged citizens with either a contract with taxi services, Uber or Lyft.	34996	Year Round	65 years and over	$100,000 to $199,999	retired	What does it matter??		No
116	Likely	Carpool	More than $3.00	Yes	It will relieve congestion	Thank you	34997	Year Round	18 – 24 years	$25,000 to $49,999	employed	White or Caucasian	No	No
117	Likely	Carpool	$1.01 - $1.50	Yes	It will relieve congestion	Na	34994	Year Round	18 – 24 years	$75,000 to $99,999	employed	Two or more races	Yes	No
118	Likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	None	34997	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
119	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	NA	34994	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	No
120	Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	No answer	34994	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
121	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Would like to see more public transportation	34996	Year Round			retired	White or Caucasian	No	No
122	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Buy local manufacturers's solar lights instead of imported ones from overseas	34997	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	Yes
123	Likely	Bicycle	$0.51 - $1.00	Yes	It may provide some relief	No further comments	34994	Year Round	65 years and over					
124	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Na	34996	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
125	Likely	Personal vehicle	$2.01 - $3.00	No	It may provide some relief	Na	07652	Less than 6 months	45 - 64 years		employed	White or Caucasian	No	No
126	Likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Na	34957	Year Round						
127	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Would like to see services offered for call up for rides at night with Uber like pricing	34994	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
128	Very likely	Personal vehicle	$1.51 - $2.00	No	It will relieve congestion	Keep at it	34957	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
129	Likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Keep up the good work	34994	Year Round	65 years and over	$100,000 to $199,999	employed	White or Caucasian	No	No
130	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	None	34994	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	Yes
131	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Na	34990	Year Round	18 – 24 years		employed	White or Caucasian		
132	Very Unlikely	Walking	Less than $0.50	Yes	It will relieve congestion	Planning needs to start now for future improvements	34994	6 months to 1 year	25 – 34 years	Under $15,000	a student	Two or more races	Yes	No
133	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Running during the Sunday market on main street	34997	Year Round	45 - 64 years	$75,000 to $99,999	retired	White or Caucasian	No	Yes
134	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	None	24982	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
135	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	More service	34994	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
136	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	It seems good-it's frequent-just needs more places to get on	34994	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
137	Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	None	34996	Year Round	65 years and over	$200,000 or more	retired		Yes	Yes
138							34997	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	Yes
139	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Keep up the great work	34994	Year Round	25 – 34 years		employed	White or Caucasian	No	No

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ____? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
140	11/3/2023 19:27:52	Unfamiliar	No (Skip Section II and Go to Section III)																			I. Dont inow	I dont inow	More frequent service on existing routes, Later service, New routes/service		Likely	Rideshare (i.e., Uber, Lyft or similar)	$1.51 - $2.00	Yes	It will relieve congestion	I dont inow	34994	Year Round	45 - 64 years		employed		No	No
141	11/3/2023 19:38:12	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Jensen beach	More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely	Personal vehicle	Less than $0.50	Yes	It will relieve congestion	Traffic is horrible	34957	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
142	11/3/2023 19:38:18	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Yes	Earlier service, Later service, New routes/service		Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Convenient	34986	Year Round	45 - 64 years					
143	11/3/2023 19:43:04	Very unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Na	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Palm city	Very likely	Personal vehicle	More than $3.00	Yes	It will relieve congestion	Na	34990							
144	11/3/2023 19:44:11	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Rio	Better sidewalk connections to bus stops	Rio	Likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Thanks for helping with this	34957	Year Round	45 - 64 years	$75,000 to $99,999	employed	Two or more races	Yes	No
145	11/3/2023 19:54:13	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Transportation	Bicycle	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Walk or bike	1	1 to 3 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, Later service		9	My ride/ Marty mobile app	No	Real-time schedule information at major bus stops											34954	Year Round	45 - 64 years	Under $15,000	employed	American Indian or Alaska Native	No	Yes
146	11/3/2023 21:28:13	Unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	Na	Saturday service, Sunday service		Very Unlikely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	The only comment I will make is we are not aware of the service and we live in downtown Stuart perhaps if we knew more information we would use a service but we also have her own vehicles and when we do excursions we use Uber or Lyft.	34994	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
147	11/5/2023 7:51:42	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend school or college, Shopping/Errands	Drive & park	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	2	6 months to 1 year	Marty Bus Half Fare (75¢)	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?, Better sidewalk connections to bus stops	Rt 4 Banner Lake, Rt 2 Publix at Salerno	7	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34994	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
148	11/7/2023 14:00:07	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Does not go where I want to go	To be able to have a stop at the Kane Center (Council on Aging)	More frequent service on existing routes		Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	I have gone to MPO meetings, filled out forms at local presentations at our libraries and heard promises if the Marty passes right by the Kane center, then why doesn't it stop?	34997	Year Round	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
149	11/7/2023 16:40:13	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	Yes	Yes	Shopping/Errands,	Drive & park	More than 10 minutes	1-2 Trips	The bus is more convenient	Drive personal vehicle	2	Longer than 5 years	Commuter Express - Half Fare ($1.00)	Better reliability of service on existing routes		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses											39447	Year Round	45 - 64 years	$75,000 to $99,999	retired	White or Caucasian	No	No
150	11/9/2023 10:17:46	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Hours of operation	N/A	Saturday service, Sunday service		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may create additional congestion	None	34994	Year Round	25 – 34 years	$25,000 to $49,999				
151	11/10/2023 10:11:57	Familiar	No (Skip Section II and Go to Section III)																			Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Along Dixie Hwy	Earlier service, Later service, More amenities (e.g., benches, shelters, bike racks at bus stops)	The location that sticks out to me is Indian & US1.	Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Definitely shade & trash binds.	34957	Year Round	45 - 64 years			White or Caucasian	No	Yes
152	11/10/2023 10:19:45	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	No	Shopping/Errands	Drive & park	5 -10 minutes	1-2 Trips	The bus fits my budget better	Drive personal vehicle	1	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Better connections to other counties. Where?	Connect to West Alm	3	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications											34994	Year Round	45 - 64 years	$15,000 to $24,999	retired	White or Caucasian	No	No
153	11/10/2023 11:56:57	Familiar	No (Skip Section II and Go to Section III)																			Infrequency of service, Does not go where I want to go	Publix Stores, ACE Hardware, Home depot, Lowes, Libraries, Hospital, Exercise locations, City Hall, Auto Dealerships, Medium and smaller strip mall locations. Neighborhoods	More frequent service on existing routes, New routes/service, Better connections to other counties	Publix Stores, ACE Hardware, Home depot, Lowes, Libraries, Hospital, Exercise locations, City Hall, Auto Dealerships, Medium and smaller strip mall locations. Neighborhoods.	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	It will relieve congestion if it provides more stops, more frequent times and necessary stop locations.	34997	6 months to 1 year	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	Yes	No
154	11/10/2023 20:41:58	Unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Does not go where I want to go, doesn't come to Palm City.	In Palm City, Florida	New routes/service, Better connections to other counties, service to Palm City	In Palm City. Up and down Martin Downs and Mapp Rd	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Many seniors could use a bus system in Palm City, FL	34990	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
155	11/10/2023 21:26:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Attend school or college	Walk / Wheelchair	5 -10 minutes	5 or more trips	I do not have access to a car/vehicle	Wouldn't make the trip	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	More benches, shelters, bike racks at bus stops. Where?	The ROUTE 1 needs a bench at the mall stop because I have trouble standing up for a long time.	10	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	All of the above											34953	Less than 6 months	18 – 24 years		a student	Two or more races	Yes	No
156	11/12/2023 12:01:33	Very familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	No	Shopping/Errands	Drive & park	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	2	Longer than 5 years	1-Day Pass ($3.00)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?	South county. A1A	8	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											33455	Year Round	65 years and over	$50,000 to $74,999	retired		No	No
157	11/17/2023 15:15:58	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Near JD Parker and Indiantown	Express service		Somewhat likely	Personal vehicle	Less than $0.50	Yes	It will have no effect	N/A	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
158	11/17/2023 15:25:53	Somewhat familiar	No (Skip Section II and Go to Section III)																			I have my own car	Connecting different counties	More frequent service on existing routes, Saturday service, Sunday service	Port St Lucie	Very likely	Personal vehicle	Free	No	It may provide some relief	None	34958	Less than 6 months	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	Yes	No
159	11/17/2023 15:33:04	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Palm City	Express service		Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Nothing more	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
160	11/17/2023 16:39:36	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	Preference	Drive personal vehicle	3 or more	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes		5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34957	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	Yes
161	11/20/2023 8:15:10	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Does not go where I want to go	Hutchinson Island, Downtown Jensen Beach, places to enjoy	Saturday service, Later service, New routes/service	Hutchinson Island, Downtown Jensen Beach, places to enjoy	Very likely	Personal vehicle	Free	Yes	It will relieve congestion	Smaller more frequent buses going to local staples and to the beaches would actually make me use this transit service regularly	34994	Year Round	25 – 34 years	$25,000 to $49,999	employed	White or Caucasian	No	No
162	11/20/2023 8:36:00	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Does not go where I want to go	Palm Beach Road in Stuart	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Palm Beach Road near 10th Street	Somewhat likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Add routes that travel off of US 1and into the downtown nonprofit community off Palm Beach Road.	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	Yes
163	11/20/2023 8:59:37	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	No	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	3 or more	6 months to 1 year	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, More benches, shelters, bike racks at bus stops. Where?	All stops	2	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34994	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
164	11/20/2023 10:32:31	Familiar	No (Skip Section II and Go to Section III)																			Uncomfortable (i.e., lack of shade, shelter, information, etc.)	More service Ease and West in Martin County, not just North and South on US 1. I never see the busses anywhere else.	Express service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Indiantown to business districts in Stuart, stops to neighboring counties to assist with work commuters.	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Roads would need to widen, or pull-offs created to lessen the effects of more busses on the road. I think a major public awareness on television/radio/ social media would be needed to show the public where routes are and best way to use them. Floridians are used to driving so we will need to be educated on the benefits and how to use public transportation to create change. Perhaps including key large employers in this plan and offering incentives to them or employees to use Marty would get people to try it more. It may even need to be free for a period of time. Cost breakdowns of the savings on gas vs. bus fare should also be included in plan.	34957	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	Yes	No
165	11/20/2023 10:56:01	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient	at the Council on Aging Martin County at the Kane Center	More frequent service on existing routes, New routes/service	covered stop near south hospital and the Kane Center	Likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	more routes more stops and wheelchair access for the elderly and disabled	34997	Year Round	65 years and over	$50,000 to $74,999		White or Caucasian	No	No
166	11/20/2023 11:57:09	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	In the CRA areas	More frequent service on existing routes, Saturday service		Very likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	N/A	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
167	11/20/2023 20:46:17	Familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	Airports- PBI, FLL, and MIA (direct routes)	Airport service	Airports - PBI, FLL, MIA	Unlikely	Personal vehicle	More than $3.00	Yes	It may provide some relief	Need airport service!!!	34957	Year Round	35 – 44 years	$100,000 to $199,999	unemployed	White or Caucasian	No	No
168	11/21/2023 6:05:00	Very familiar	No (Skip Section II and Go to Section III)																			I work in Martin County helping the seniors that live in the county. I myself live in PSL.	Salerno Road, to the Kane Center, Council on Aging. Ideally to the 10th street recreation center, Indiantown Civic Center, Log Cabin Senior Center in Jensen, and Boys and Girls Club in Hobe Sound. All congregate senior meal sites.	More frequent service on existing routes, New routes/service, Better connections to other counties	Salerno Road, to the Kane Center, Council on Aging. Ideally to the 10th street recreation center, Indiantown Civic Center, Log Cabin Senior Center in Jensen, and Boys and Girls Club in Hobe Sound. All congregate senior meal sites.	Very likely	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	Addressing seniors and how they can get to places to have balanced meals and socialization would really help their physical and mental health. One of the main barriers for seniors accessing these programs in transportation.	34953	6 months to 1 year	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
169	11/21/2023 8:02:29	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Does not go where I want to go	High schools, ALFs, Nursing Facilities, Hospitals, Churches, Library	New routes/service	High schools, ALFs, Nursing Facilities, Hospitals, Churches	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	NA	34990	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
170	11/21/2023 8:26:37	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Get dropped off	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	I usually have a family member drop me off at a Marty bus stop	None	Longer than 5 years	Marty Bus Half Fare (75¢)	Saturday service, Sunday service, Later service		10	Website bus schedule	No	Electronic bus stop announcements on buses											34952	Less than 6 months	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
171	11/21/2023 9:16:14	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Unsure	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	benches and shelters at stops	Likely	Carpool	$1.51 - $2.00	Yes	It may provide some relief	I like the services offered and look forward to new additions	34997	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
172	11/22/2023 11:06:43	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment	Get dropped off	5 -10 minutes	1-2 Trips	I am unable to drive	Ride with someone	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, New routes/services. Where?	Route 5, Jensen beach, Hutchinson Island! Route 6, Palm City Local	6	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications											34957	6 months to 1 year	18 – 24 years	$15,000 to $24,999	employed	White or Caucasian	No	
173	11/22/2023 14:03:28	Very familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	Please add a stop to the Kane Center	New routes/service	Kane Center	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None	34997							
174	11/22/2023 14:14:33	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	No	wanted to see what it was like	Drive & park	5 -10 minutes	3-4 Trips	I wanted to see what the bus was like.	Drive personal vehicle	2	Less than 6 months	Marty Bus Full Fare ($1.50)	Other	Vero and Sebastian	1	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	I don't think Marty is worth it. Each time I rode, I was either the only passenger, or there were 1 or two others											34997	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian		No
175	11/22/2023 15:09:54	Somewhat familiar	No (Skip Section II and Go to Section III)																			I have a personal vehicle	near parks and public buildings and to the beach	Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Beaches	Likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Provide covered bus stops, so people don't have to sit in the direct sun or rain.	34994	Year Round	35 – 44 years	$200,000 or more	employed	White or Caucasian	Yes	No
176	11/22/2023 16:28:49	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Train station	Saturday service, Education		Likely	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	Most people don't understand the system and how easy it would be. If there was a live app that showed where it was and how long until it arrived it would be helpful	34994	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
177	11/22/2023 17:07:39	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Hours of operation, Does not go where I want to go, Bus stop is not accessible	Palm City area	Saturday service, Earlier service, New routes/service	Most of the routes are up and down US1. Some of the side roads need to be provided service as well as Palm City	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Fee for travel should be based on the miles traveled.	34990	Year Round	65 years and over	$15,000 to $24,999	retired			
178	11/22/2023 17:33:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Only used when my cast was unavailable.	Walk / Wheelchair	5 -10 minutes	1-2 Trips	Don't use regularly. The question was have I used. When my car	Drive personal vehicle	2	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, New routes/services. Where?	Jensen Beach downtown and Indian River drive area.	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications											34994	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
179	11/24/2023 15:54:22	Unfamiliar	No (Skip Section II and Go to Section III)																			Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Everywhere	Express service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very likely	Rideshare (i.e., Uber, Lyft or similar)	$0.51 - $1.00	Yes	It will relieve congestion	Na	34957	Less than 6 months	25 – 34 years	$25,000 to $49,999	unemployed	Black/African American	No	Yes
180	11/24/2023 20:43:09	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, I don't know a lot about it	To Hutchinson Island/Stuart Beach; Jonathan Dickinson State Park to Hobe Sound Beach	Saturday service, Sunday service, New routes/service	To Hutchinson Island/Stuart Beach; Jonathan Dickinson State Park to Hobe Sound Beach	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	I support Electric Buses	33455	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	Yes
181	11/25/2023 9:12:57	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Infrequency of service	Needs smaller and more buses to more locations and more frequency. Most buses are virtually empty of passengers	More frequent service on existing routes, New routes/service, Express service		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may create additional congestion	Pretty much waste of taxpayer money. Government never shows how any services can at least break even or how much is it costing per rider.	34994	Year Round	65 years and over	$25,000 to $49,999	retired	Why would this even matter? Cost breakeven analysis needed		No
182	11/25/2023 9:34:24	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient	N/A	More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	This is not a service I use however I think it is a necessary service to many.	34997	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
183	11/25/2023 10:34:54	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Where it is needed...	More amenities (e.g., benches, shelters, bike racks at bus stops)		Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	WHere does it go?	34996	Year Round	65 years and over		retired	White or Caucasian	No	No
184	11/25/2023 14:33:24	Somewhat familiar	No (Skip Section II and Go to Section III)																			Bus stop is not accessible	Post Salerno or Stuart Yacht and Country Club area.	New routes/service	A bus to the Stuart Beach would be a good thing. Also a stop in Port Salerno to downtown would be useful.	Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	Why no bus route to Stuart Beach? That's a no brainer.	34997	6 months to 1 year	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
185	11/25/2023 14:39:09	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Connect to/from work, Attend school or college	Walk / Wheelchair	5 -10 minutes	5 or more trips	I do not have access to a car/vehicle	Ride with someone	1	1 to 3 years	20-Ride Pass ($20.00)	More frequent service on existing routes, Other		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34956	Year Round	18 – 24 years	$25,000 to $49,999	a student			No
186	11/25/2023 14:45:55	Somewhat familiar	No (Skip Section II and Go to Section III)																			Infrequency of service	Major points	New routes/service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Marty name is dumb. Who picked it, a child? Need a fun descriptive name. Like driving miss daisy.	34952	Year Round	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
187	11/25/2023 15:01:05	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Shopping/Errands	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?, Better sidewalk connections to bus stops	Bus stop in front of plaza where City Diner is.	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34994	Year Round	45 - 64 years	Under $15,000	unemployed	White or Caucasian	No	No
188	11/25/2023 16:00:55	Unfamiliar	No (Skip Section II and Go to Section III)																			Am elderly walk is too long in heat	Corner of Walton Rd and SE Lennard Rd	Later service, Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely	Transit co I used got axed from budget.	$0.51 - $1.00	Yes	It may provide some relief	Email list of schedule times and places, offer a holiday shuttle to just malls & shopping centers.	34952	Year Round	65 years and over	Under $15,000	retired	White or Caucasian	No	
189	11/25/2023 18:23:34	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go, Bus stop is not accessible	Palm city to Hutchinson, palm city to #1 and Monterey	New routes/service		Very Unlikely	Bicycle	$1.01 - $1.50	Yes	It will have no effect	Early morning service. To route A1	34990	6 months to 1 year	65 years and over	$75,000 to $99,999	retired			No

#	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
190	11/25/2023 20:48:15	Somewhat familiar	No (Skip Section II and Go to Section III)													
191	11/26/2023 7:08:51	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Drive & park	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	3 or more	Longer than 5 years	Free Fare ($0)	New routes/services. Where?
192	11/26/2023 7:41:30	Somewhat familiar	No (Skip Section II and Go to Section III)													
193	11/26/2023 9:31:05	Familiar	No (Skip Section II and Go to Section III)													
194	11/26/2023 10:26:03	Familiar	No (Skip Section II and Go to Section III)													
195	11/26/2023 14:18:13	Very unfamiliar	No (Skip Section II and Go to Section III)													
196	11/26/2023 15:20:00	Very familiar	No (Skip Section II and Go to Section III)													
197	11/26/2023 15:49:32	Familiar	No (Skip Section II and Go to Section III)													
198	11/26/2023 17:06:32	Very familiar	Yes (Go to Section II)	Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Shopping/Errands	Bicycle	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	2	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, New routes/services. Where?
199	11/27/2023 10:33:35	Very familiar	No (Skip Section II and Go													
200	11/28/2023 10:19:57	Somewhat familiar	No (Skip Section II and Go to Section III)													
201	11/28/2023 11:15:08	Very familiar	No (Skip Section II and Go to Section III)													
202	11/28/2023 12:55:08	Familiar	No (Skip Section II and Go to Section III)													
203	11/30/2023 10:23:45	Somewhat familiar	No (Skip Section II and Go to Section III)													
204	11/30/2023 14:03:27	Somewhat familiar	No (Skip Section II and Go													
205	11/30/2023 14:21:44	Unfamiliar	No (Skip Section II and Go to Section III)													
206	11/30/2023 17:06:58	Unfamiliar	No (Skip Section II and Go to Section III)													
207	11/30/2023 19:06:55	Very familiar	No (Skip Section II and Go to Section III)													
208	11/30/2023 19:59:04	Familiar	No (Skip Section II and Go to Section III)													
209	12/1/2023 2:44:01	Familiar	No (Skip Section II and Go to Section III)													
210	12/1/2023 14:26:04	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Drive & park	More than 10 minutes	1-2 Trips	The bus is safer/less stressful	Taxi / Uber / Lyft	1	6 months to 1 year	Commuter Express - 1 Full Fare ($2.00)	Saturday service, Sunday service
211	12/1/2023 14:48:26	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands,	Ride with someone who parks	5 -10 minutes	3-4 Trips	Parking is too expensive/difficult	Taxi / Uber / Lyft	2	1 to 3 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, New routes/services. Where?, Better connections to other counties. Where?
212	12/1/2023 15:40:15	Familiar	No (Skip Section II and Go to Section III)													
213	12/1/2023 15:42:33	Familiar	No (Skip Section II and Go to Section III)													
214	12/1/2023 16:03:55	Unfamiliar	No (Skip Section II and Go to Section III)													
215	12/2/2023 7:51:12	Very familiar	No (Skip Section II and Go to Section III)													
216	12/2/2023 9:18:41	Familiar	No (Skip Section II and Go to Section III)													
217	12/2/2023 17:41:03	Very unfamiliar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have a valid driver's license	Walk or bike	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service
218	12/4/2023 9:13:50	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	certain events	Drive personal vehicle	3 or more	1 to 3 years	Free Fare ($0)	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
219	12/4/2023 13:33:12	Somewhat familiar	No (Skip Section II and Go to Section III)													
220	12/4/2023 17:27:25	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	No car	Bicycle	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Less than 6 months	Marty Bus Half Fare (75¢)	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
221	12/5/2023 15:09:34	Somewhat familiar	No (Skip Section II and Go to Section III)													
222	12/5/2023 17:20:51	Somewhat familiar	No (Skip Section II and Go to Section III)													
223	12/6/2023 10:10:36	Very familiar	No (Skip Section II and Go to Section III)													
224	12/6/2023 10:50:46	Very familiar	No (Skip Section II and Go to Section III)													
225	12/6/2023 15:03:41	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work, Attend medical appointments, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	3-4 Trips	I do not have a valid driver's license	Taxi / Uber / Lyft	None	3 to 5 years	Marty Bus Full Fare ($1.50)	Saturday service
226	12/6/2023 15:06:26	Very unfamiliar	No (Skip Section II and Go to Section III)													
227	12/6/2023 15:29:46	Very familiar	No (Skip Section II and Go to Section III)													
228	12/6/2023 15:39:24	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work,	Drive & park	More than 10 minutes	5 or more trips	The bus is more convenient	Taxi / Uber / Lyft	1	6 months to 1 year	1-Day Pass ($3.00)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
229	12/6/2023 15:47:51	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Attend medical appointments	Get dropped off	5 -10 minutes	3-4 Trips	The bus is more convenient	Taxi / Uber / Lyft	None	Longer than 5 years	Marty Bus Half Fare (75¢)	Saturday service
230	12/6/2023 15:53:20	Somewhat familiar	No (Skip Section II and Go to Section III)													
231	12/6/2023 15:57:47	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Don't use it now but used the Marty bus before to get to medical appointments	Walk / Wheelchair	5 -10 minutes	1-2 Trips	Didn't have a car back then	Ride with someone	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service
232	12/6/2023 15:58:40	Somewhat familiar	No (Skip Section II and Go to Section III)													
233	12/6/2023 16:20:40	Familiar	No (Skip Section II and Go													
234	12/6/2023 16:22:02	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Connect to/from work, Attend medical	Walk / Wheelchair	More than 10 minutes	5 or more trips	I am unable to drive	Taxi / Uber / Lyft	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service
235	12/6/2023 16:22:06	Somewhat familiar	No (Skip Section II and Go													
236	12/6/2023 16:35:15	Very unfamiliar	No (Skip Section II and Go to Section III)													
237	12/6/2023 16:35:31	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Connect to/from work, Attend medical appointments	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Wouldn't make the trip	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, New routes/services. Where?
238	12/6/2023 16:40:38	Very unfamiliar	No (Skip Section II and Go to Section III)													
239	12/6/2023 16:48:00	Somewhat familiar	No (Skip Section II and Go to Section III)													
240	12/6/2023 16:51:41	Unfamiliar	No (Skip Section II and Go													
241	12/6/2023 17:01:56	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	No	Attend medical appointments	Na	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Ride with someone	1	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service
242	12/6/2023 17:02:41	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Attend medical appointments, Shopping/Errands,	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have a valid driver's license	Wouldn't make the trip	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service

#	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:
190						Infrequency of service, Bus stop is not accessible	To Jupiter Medical center	New routes/service, Express service, Better connections to other counties	Access to Jupiter Medical Center for Cancer patients
191	Direct from Stuart to Salerno or Cove Road along A1A	6	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
192						Infrequency of service, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Jensen Beach Boulevard, Indian River Drive, Old Dixie Highway	New routes/service, Better sidewalk connections to bus stops	Jensen Beach Boulevard, Indian River Drive, Old Dixie Highway
193						Inconvenient, Does not go where I want to go, never comes into palm city!!	palm city! no routes available	New routes/service, bicycle transport	palm city. Seagate harbor, Cummings library, publix on maryin downs, dmv/tax office
194						Bus stop is not accessible	Service to Western part of county connecting to Palm Beach county and St Lucie county	New routes/service, Better connections to other counties	Service along Martin Hwy that connects to already in service routes and that connects to Palm Beach county
195						Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Meadows in palm city	More frequent service on existing routes, New routes/service, Better sidewalk connections to bus stops	Meadows palm city
196						Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go	30 minute turn arounds	More frequent service on existing routes, Later service, More amenities (e.g., benches, shelters, bike racks at bus stops)	
197						Faster to travel by car	Brightline	Earlier service, Later service, Better connections to other counties	Regular routes to and from Indiantown for people without work transportation
198		10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
199						Unsure about routes and schedules	Everywhere	New routes/service	Rio
200						I don't know how to pay, how much? Tokens?	Downtown Stuart	More amenities (e.g., benches, shelters, bike racks at bus stops)	
201						Faster to travel by car	Throughout the County and with direct connections to neighboring Counties Transit	I just have not needed the service yet.	
202						Faster to travel by car	In Jensen Beach along Jensen Beach Blvd	More frequent service on existing routes, Later service	In Jensen Beach along Jensen Beach Blvd
203						Does not go where I want to go	Hutchinson island	Earlier service, Later service, New routes/service	Hutchinson island
204						Faster to travel by car	NA	Service during downtown events	
205						Personal vehicle	Free shuttle Downtown	More amenities (e.g., benches, shelters, bike racks at bus stops)	To Brightline
206						Inconvenient	By every neighborhood	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Manatee creek neighborhood
207						Inconvenient, Faster to travel by car, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Direct to Jupiter without a transfer to Palm trans	New routes/service, Express service, Better connections to other counties	Jupiter
208						Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Farther off US1, especially into E. Stuart, Golden Gate, Monrovia Park	Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Express svc to PBC & SLC. All bus stops need shelters.
209						Inconvenient, Bus stop is not accessible	Palm City	More frequent service on existing routes	
210		6	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses				
211	US 1 Palm Beach, Jensen Beach, Palm Bay,	9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses				
212						Faster to travel by car, Feels unsafe, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	up and down federal highway	commuter routes to and from work	stuart health department to hobe sound
213						Inconvenient, Hours of operation, Does not go where I want to go, Bus stop is not accessible	Sugar Sands Circle in Hobe Sound. Cross Rip and Old Dixie.	Saturday service, Sunday service, New routes/service	Sugar Sands, Federal Highway and Dr offices at Monterey.
214						Faster to travel by car, Bus stop is not accessible	I live off of Kanner & 96th. It would be nice to go to stores or the mall by bus rather than fight the traffic. There aren't any stops around here.	New routes/service, Express service, Better sidewalk connections to bus stops	Not sure what you would be able to do safety and convenience.
215						Inconvenient, Feels unsafe, Does not go where I want to go, No stop near where I live	Stuart Beach, Publix supermarkets,Target,and Best Buy, near my home	More frequent service on existing routes, New routes/service, Better sidewalk connections to bus stops	
216						Feels unsafe	All along US1 at 30 minute intervals	More frequent service on existing routes	
217		10	My ride/ Marty mobile app	Yes, but I have no data plan	El aire esta muy frio cuando hay frio afuera. El bus mantiene el ari igual de elado				
218	Realign existing route to serve Cleveland Clinic at the corner of Indian Street and Kanner Highway. More benches, shelters, bike racks at bus stops along US-1.	7	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
219						Faster to travel by car	Jensen Beach	New routes/service, Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Jensen Beach
220	Dixie Highway, North from Salerno Rd., to either Monterey or Palm Beach Road. 2nd. Choise Down Salerno to Manner Highway. A stop on Willowby. A stop on Commerce and Fischer	6	Printed bus schedule	Yes, but I have no data plan	Electronic bus stop announcements on buses				
221						Infrequency of service,	g	Better sidewalk connections to bus stops, h	
222						Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Palm City	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Martin Downs Blvd and Martin Hyw.
223						Faster to travel by car	Anywhere beside stopping on the main road.	NOT STOPPING ON MAIN ROADS	
224						Does not go where I want to go	Palm City, Colorado, Kanner Hwy, East Ocean,	New routes/service, Better sidewalk connections to bus stops	
225	Mall	10	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
226						Inconvenient	Na	More frequent service on existing routes, New routes/service, Express service	
227						Faster to travel by car	Palm city area	Saturday service, Sunday service, Later service	Na
228	20 xi	10	Bus drivers	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses				
229		10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses				
230						Don't need to use it- or I definitely would.	Maybe out to the. Rachel's- say run from Stuart Beach to Jensen	Better connections to other counties	If I didn't have a car, a ride to and from the beach would be great. In fact, access to any beach between Stuart and Jensen would be nice for people
231	Palm city	10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses				
232						Feels unsafe, No Conoce las Rutas, me da miedo	Garden st in goldengate	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)	
233						Unreliable	Jensen Beach	Express service	NA
234		10	Printed bus schedule	Yes, but I have no data plan	Real-time schedule information at major bus stops				
235						I have personal transpotatiom	Stuart	Later service	
236						Inconvenient, Does not go where I want to go	Into the city	Saturday service, Earlier service, Later service	
237	Golden	10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				
238						I drive my car	Mall	New routes/service, Better sidewalk connections to bus stops	More in the city
239						No lo conozco	From golden gate to Port St. Lucie	More frequent service on existing routes, Saturday service, New routes/service	
240						Faster to travel by car	Stuart	Later service	
241		6	Bus drivers	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses				
242		10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops				

#	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ___? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
190	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	More information and promotions for people in Martin county who don't drive	34997	Year Round	35 – 44 years	$25,000 to $49,999	employed	White or Caucasian	No	No
191							34996	Year Round	65 years and over	$100,000 to $199,999	employed	Black/African American	No	No
192	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Shaded bus stops are critical in this climate	34957	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
193	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	palm city!!!!	34990	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
194	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Expand service to other than just Stuart	34990	Year Round	35 – 44 years	$100,000 to $199,999	employed	Two or more races	Yes	No
195	Very likely	Taxi/for-hire car	$2.01 - $3.00	No	It may provide some relief	Better information on how it works.	34990	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	Yes
196	Very likely	Personal vehicle	$1.01 - $1.50	No	It will relieve congestion	None	34997	Year Round	35 – 44 years	$200,000 or more	employed		No	No
197	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	N/A	34962	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
198							33445	Year Round	25 – 34 years	$200,000 or more	a student	Black/African American	Yes	Yes
199	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Make people more aware of routes	34957	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
200	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Make clear to everyone how to use: more adds with 3 easy steps.	33455	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
201	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Stronger marketing to the business community for support of employees that ride.	34952		65 years and over	$50,000 to $74,999	employed	Black/African American	No	No
202	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	n/a	34997	Year Round			employed			
203	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	None	34996	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
204	Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	NA	34990	Year Round	65 years and over		retired			
205	Likely	Personal vehicle	Free	No	It will relieve congestion	Na	34957	Year Round						
206	Very likely	Personal vehicle	Free	Yes	It will relieve congestion	I don't know	34997	Year Round	35 – 44 years	$50,000 to $74,999				
207	Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Later service to areas south of Stuart like Hobe sound and Jupiter	34957	Year Round	35 – 44 years	$200,000 or more	employed	White or Caucasian	No	No
208	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	My sons have used Marty for transportation to/from work and it was very efficient and convenient. Thank you!	34997	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
209	Very likely	Taxi/for-hire car	$2.01 - $3.00	Yes	It may provide some relief	None	34990	Year Round	45 - 64 years	$50,000 to $74,999	unemployed	White or Caucasian	No	Yes
210							34986	Year Round	45 - 64 years	$100,000 to $199,999	employed	Asian	No	No
211							34994	6 months to 1 year	35 – 44 years	$75,000 to $99,999	employed	Black/African American	No	No
212	Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	The routes should be encouraged for people who drive to an office and don't leave for the day. We may need parking if the stops are not near our homes.	33455	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
213	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Stop in Community that are 55 and over. And mini bus for personal service door to door.	33465	Year Round	65 years and over	$15,000 to $24,999	retired			No
214	Likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	traffic is really bad, using a bus would help to decrease accidents and relieve the congestion.	34997	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	
215	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	We have many older citizens who need transportation to medical appointments, groceries, drug stores. Where there is multiple housing units there needs to be access to bus transportation	34997	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
216	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Somewhat concerned about the people I see waiting for bus. Some look homeless, concerned about safety	34997	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
217							34997	Less than 6 months	25 – 34 years		unemployed		Yes	No
218							34996	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
219	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	More advertising	34996	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
220							34997	Year Round	65 years and over	Under $15,000	retired	White or Caucasian	No	No
221	Somewhat likely	Medical Transportation	$1.01 - $1.50	Yes	It may provide some relief	b	34990	6 months to 1 year	25 – 34 years	$75,000 to $99,999	employed	American Indian or Alaska Native	No	No
222	Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Electric or other clean energy vehicles.	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	Yes	No
223	Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It may create additional congestion	I think the transit is good BUT having it stop right on major 2-4 lane roads is a huge issue. With the traffic we already have, this is dangerous and disruptive. PLEASE make the stops in a plaza or make bus depots OFF the main road.	34994	Year Round	45 - 64 years		employed			
224	Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will make congestion worse	Biggest waste of taxpayer money!!!! Hardly, anyone uses it. Bus drivers (not safe drivers) will cut you off & get in an accident trying to turn on Miami St, by Aldi's go to Wal-Mart cutting drivers off!!! Worst two stops are: Sea Coast bank & Indian St., Wells Fargo Bank US1 & Indian St. I use this route every day same thing day after day. These are not safe stops!!!!! The list goes on & on!!! Drive it on a daily basis or just follow the buses. You'll get an eyeful! Bus drivers are RUDE DRIVERS	34994	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
225							34997	Year Round	25 – 34 years	Under $15,000	employed		Yes	No
226	Unlikely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Na	34997	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
227	Somewhat likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	None	34994	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	No
228							33311	Less than 6 months	45 - 64 years		employed		Yes	
229							34997		18 – 24 years	$15,000 to $24,999	employed		Yes	No
230	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	No effect because people who can drive their own car, do.	34957	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	
231							34997	Less than 6 months	17 year or under	$100,000 to $199,999	a student	Hispanic	Yes	No
232	Very likely	Rideshare (i.e., Uber, Lyft or similar)	$1.01 - $1.50	No	It will relieve congestion	No	34997	Year Round	18 – 24 years		employed		Yes	No
233	Likely	Personal vehicle	Free	Yes	It will relieve congestion	NA	34587	Year Round	17 year or under	Under $15,000	a student		Yes	No
234							34997	Year Round						
235	Very likely	Carpool	Free	Yes	It will relieve congestion	Need more rpunyes	34997	Year Round	45 - 64 years	Under $15,000	unemployed	White or Caucasian	No	Yes
236	Very likely	Personal vehicle	Free	Yes	It will relieve congestion	Na	34997	Year Round	17 year or under	Under $15,000	a student	Latin	Yes	No
237							34997	Year Round						
238	Likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	None	34997		45 - 64 years		employed	Asian	No	No
239	Likely	Personal vehicle	$1.01 - $1.50	No	It will relieve congestion	Nada	34997	Year Round						
240	Very likely	Personal vehicle	Less than $0.50	No	It will have no effect	May bueno para la gente de bajos recursos	34997	Year Round	25 – 34 years	Under $15,000	employed	Black/African American	Yes	No
241							34997							
242							34997	Year Round						

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
243	12/6/2023 17:03:10	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Feels unsafe, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	N/A	Sunday service, New routes/service, Better connections to other counties		Likely	Carpool	$0.51 - $1.00	Yes	It may create additional congestion	S	34997	6 months to 1 year	17 year or under					
244	12/6/2023 17:04:02	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Na	Better sidewalk connections to bus stops	Na	Somewhat likely	Carpool	$1.01 - $1.50	Yes	It may provide some relief	Nice thing u guys r doing	24997	Less than 6 months	17 year or under	$75,000 to $99,999	a student	Two or more races	Yes	No
245	12/6/2023 17:06:05	Very familiar	No (Skip Section II and Go to Section III)																			Feels unsafe	Lamar Park	More frequent service on existing routes, Saturday service	Na	Very likely	Bus/Marty	$1.51 - $2.00	No	It will relieve congestion	Na	34997	Year Round	35 – 44 years				Yes	No
246	12/6/2023 17:11:30	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical	Walk / Wheelchair	5 -10 minutes	3-4 Trips	The bus is more convenient	Taxi / Uber / Lyft	1	Longer than 5 years	Marty Bus Full Fare ($1.50)	Saturday service		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34997	Year Round	35 – 44 years	$25,000 to $49,999	employed		Yes	No
247	12/6/2023 17:14:27	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments, Attend	Bicycle	More than 10 minutes	5 or more trips	The bus is safer/less stressful	Walk or bike	None	3 to 5 years	Marty Bus Full Fare ($1.50)	Other	Perfect service	10	Bus drivers	Yes, it's a smartphone with a data plan/internet connectivity	Nothing											34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	Yes
248	12/6/2023 17:21:07	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Attend medical appointments, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I am unable to drive	Ride with someone	2	3 to 5 years	Marty Bus Full Fare ($1.50)	Saturday service, Better sidewalk connections to bus stops		9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34956	Year Round	18 – 24 years		a student		Yes	No
249	12/6/2023 17:33:53	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Na	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have a valid driver's license	Ride with someone	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service	Everywhere	2	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34997	Year Round	25 – 34 years	Under $15,000	employed		Yes	No
250	12/6/2023 18:05:49	Somewhat familiar	No (Skip Section II and Go to Section III)																			Infrequency of service	Beaches	More frequent service on existing routes, Saturday service	Broward	Very likely	Personal vehicle	More than $3.00	Yes	It may provide some relief	Use alt fuels or electric buses	34996	Less than 6 months	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	No	No
251	12/6/2023 21:51:26	Somewhat familiar	No (Skip Section II and Go																			Inconvenient, Bus stop is not accessible	Palm City	New routes/service	Connections in palm City to Stuart and Jensen shopping areas.	Likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	We need to start getting people accustomed to using public transportation it needs to be accessible, local and provide incentives	34990	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
252	12/7/2023 9:11:37	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	3 or more	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service		7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34997	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
253	12/7/2023 13:27:20	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Stuart, Jensen Beach, Palm City, plus to and from Brightline Station Palm Beach , hoping we get a station in Stuart.	New routes/service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Palm Beach, North Palm Beach, Brightline station	Very likely	Personal vehicle	$2.01 - $3.00	No	It will relieve congestion	Please get the Brightline station. Stuart is the natural location as we are the county seat and the parking lot next to the court house is a perfect location. It would serve as well as a bus hub.	44996	Year Round	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	No	No
254	12/7/2023 13:30:10	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Attend medical appointments, Shopping/Errands	Get dropped off	More than 10 minutes	1-2 Trips	The bus fits my budget better	Wouldn't make the trip	None	6 months to 1 year	Veteran	More frequent service on existing routes, New routes/services. Where?, Better connections to other counties. Where?	Jensen beach Blvd and Savannah rd	2	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34957	Year Round	45 - 64 years	$50,000 to $74,999	retired	White or Caucasian	No	No
255	12/7/2023 13:45:00	Familiar	No (Skip Section II and Go																			don't need it	Nowhere	nothing	None	Very Unlikely	Personal vehicle	More than $3.00	Yes	It will make congestion worse	Bus all always empty and are a traffic hazard on stop along US1	34997	Year Round	45 - 64 years		employed			
256	12/7/2023 15:40:07	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend school or college, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	1-2 Trips	The bus fits my budget better	Drive personal vehicle	2	6 months to 1 year	1-Day Pass ($3.00)	More frequent service on existing routes, Later service, New routes/services. Where?	More stops in the Port Salerno area. There is a bus stop near Cove Rd but it is a long walk to get there from further down Cove Rd. Would also like to see bus service to Palm City. An example would be to the library or shopping centers. More stops in neighborhood areas. A majority of the stops are down US 1 and main roads and can be too far to walk to. I also wish the bus stops had more coverings. It is hard to stand on the side of the road for twenty minutes in the heat or rain.	7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34997	Year Round	18 – 24 years	$25,000 to $49,999	employed	White or Caucasian		No
257	12/7/2023 16:44:16	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	As a back up when car is not available	Get dropped off	5 -10 minutes	1-2 Trips	The bus fits my budget better	Wouldn't make the trip	1	3 to 5 years	Marty Bus Full Fare ($1.50)	Later service, Better connections to other counties. Where?	better connection to Palm Tran System	3	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34996	Less than 6 months	35 – 44 years	$50,000 to $74,999	employed	Human		
258	12/7/2023 17:18:06	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	Yes	No	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical	Walk / Wheelchair	More than 10 minutes	5 or more trips	The bus fits my budget better	Taxi / Uber / Lyft	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service	Shades to protect from rain/sun Closer bus stops	5	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications											34952	Year Round	25 – 34 years	$50,000 to $74,999	employed	Black/African American	No	No
259	12/7/2023 17:22:06	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Attend medical appointments	Get dropped off	5 -10 minutes	5 or more trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	1	Less than 6 months	20-Ride Pass ($20.00)	More frequent service on existing routes, More benches, shelters, bike racks at bus stops. Where?	Traditional Hospital, PLS Walmart	8	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses											00000	Year Round	25 – 34 years	$25,000 to $49,999	employed	Black/African American	No	No
260	12/7/2023 17:41:43	Very unfamiliar	No (Skip																			I was not familiar with it	From port st lucie	More knowledge of route		Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	More advertising so people are aware	34984	Less than 6 months	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
261	12/7/2023 17:45:51	Somewhat familiar	No (Skip																			Faster to travel by car, Bus stop is not accessible	Airport to WPB!	Transit to airport		Unlikely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Need transit to airport	34984	Less than 6 months	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
262	12/7/2023 17:46:18	Very unfamiliar	No (Skip Section II and Go																			Faster to travel by car	Closer to Murray Middle for teacher use	More frequent service on existing routes		Likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Safety	34994	Year Round	35 – 44 years	$200,000 or more	employed	White or Caucasian	No	No
263	12/7/2023 18:08:04	Very unfamiliar	No (Skip Section II and Go to Section III)																			Haven't heard of it	Martin/st Lucie county	More frequent service on existing routes, Better sidewalk connections to bus stops	Jensen ft pierce juno	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	N/A	34957	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
264	12/7/2023 18:11:10	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car,	Downtowns	More frequent service on existing routes		Likely	Rideshare (i.e., Uber, Lyft or similar)	Free	No	It may provide some relief	It's convenient	34953	Less than 6 months	18 – 24 years	$50,000 to $74,999	employed	White or Caucasian	No	No
265	12/7/2023 18:12:09	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	I don't know where the routes go	More frequent service on existing routes, Later service, Express service		Very likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	I think It will really benefit our community	34957	Year Round						
266	12/7/2023 18:15:05	Very familiar	No (Skip																			My own car	Na	No need for me personally		Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	Great service	34957	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
267	12/7/2023 18:21:42	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	NA	New routes/service, Express service, Better sidewalk connections to bus stops		Likely	Personal vehicle	More than $3.00	Yes	It may provide some relief	Keep up the good work !!	34994	Year Round	17 year or under		a student	White or Caucasian	No	No
268	12/7/2023 18:22:57	Unfamiliar	No (Skip																			Faster to travel by car	I'm not sure	I'm not surety		Somewhat likely	Personal vehicle	More than $3.00	No	It will relieve congestion	I do t know much about this transportation	34957	Year Round	65 years and over		retired	White or Caucasian	No	No
269	12/7/2023 18:25:42	Very unfamiliar	No (Skip Section II and Go to Section III)																			Na	Hutchingson island	More frequent service on existing routes, Later service, Better connections to other counties	Na	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Remove Parking to promote ridership	32909	Less than 6 months	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
270	12/7/2023 18:26:27	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	No	.	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I am unable to drive	Walk or bike	None	Less than 6 months	Free Fare ($0)	Later service, Other		10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34994	Year Round	18 – 24 years	Under $15,000	a student	White or Caucasian	No	No
271	12/7/2023 18:31:22	Unfamiliar	No (Skip																			N/a	All over Fl	Express service		Unlikely	Personal vehicle	Free	Yes	It will relieve congestion	No	34994	Year Round						
272	12/7/2023 18:33:28	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	Martin	More frequent service on existing routes		Very likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Unknown	34957	Year Round	65 years and over	$100,000 to $199,999	employed	White or Caucasian	No	No
273	12/7/2023 18:34:02	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Lack information	Downtown Jensen beach on weekends	More amenities (e.g., benches, shelters, bike racks at bus stops)		Likely	Personal vehicle	More than $3.00	Yes	It may provide some relief	Accessibility is needed and bike racks	33064	Less than 6 months	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	Yes
274	12/7/2023 18:42:16	Very unfamiliar	No (Skip Section II and Go to Section III)																			Na	Jensen beach and home sound	More frequent service on existing routes, New routes/service	Jensen beach	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Na	34994	Less than 6 months	65 years and over		retired	White or Caucasian	No	No
275	12/7/2023 18:44:27	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Around elderly communities	New routes/service, Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Retired communities	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Doing a great job thank you	34957	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
276	12/7/2023 18:44:50	Somewhat familiar	No (Skip Section II and Go																			Inconvenient	To the airport	Later service, New routes/service, Express service	Airport	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	Need buses to the airport	34957	Year Round						
277	12/7/2023 18:46:20	Unfamiliar	No (Skip Section II and Go to Section III)																			Have own vehicle	Hutchinson island	Sunday service, New routes/service, Better connections to other counties	St Lucie county	Likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	To accommodate seniors	34957	Less than 6 months	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
278	12/7/2023 18:51:26	Somewhat familiar	No (Skip																			Live in port st lucie	Us 1 Jensen beach Blvd	If I lived here		Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	More public awareness of routes and stops	34953	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
279	12/7/2023 18:54:51	Very unfamiliar	No (Skip																			Does not go where I want to go,	Hutchinson island	New routes/service		Unlikely	Personal vehicle	$1.01 - $1.50	No	It will relieve congestion	None	33823	6 months to 1 year	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
280	12/7/2023 19:00:55	Somewhat familiar	No (Skip																			Does not go where I want to go	Rocky point to Publix or Jensen beach	New routes/service		Likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	No further comments	34997	6 months to 1 year	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
281	12/7/2023 19:01:00	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	Us1 and Port St. Lucie blvd.	Better sidewalk connections to bus stops		Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	There should be a number and schedule available.	34952	Year Round	65 years and over	$15,000 to $24,999	retired	White or Caucasian	Yes	No
282	12/7/2023 19:07:56	Very unfamiliar	No (Skip																			With disability, feel more comfortable in own car	Mailers with schedule, routes, stops	Later service		Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Have stops on the island	38571	Less than 6 months	45 - 64 years	$15,000 to $24,999	retired	White or Caucasian	No	Yes
283	12/7/2023 19:09:02	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Na	More frequent service on existing routes, Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Like that you go to vet admin	34957	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
284	12/7/2023 19:12:28	Familiar	No (Skip Section II and Go																			Does not go where I want to go	Pbi airport	More frequent service on existing routes		Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	More service	34597	Less than 6 months	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	Yes
285	12/7/2023 19:14:58	Very unfamiliar	No (Skip																			Na	Markets tourist spots beach	New routes/service	Downtown Jensen and into the city	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	More fare options	90808	Less than 6 months	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
286	12/7/2023 19:18:27	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Get dropped off	5 -10 minutes	1-2 Trips	Parking is too expensive/difficult	Taxi / Uber / Lyft	2	1 to 3 years	Marty Bus Full Fare ($1.50)	Later service, Better connections to other counties. Where?, Better sidewalk connections to bus stops	Palm beach county	8	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											11792	6 months to 1 year			retired			Yes
287	12/7/2023 19:24:48	Unfamiliar	No (Skip Section II and Go																			Dont	Everywhere	Sunday service, Earlier service, Later service		Likely	Personal vehicle	Free	Yes	It will have no effect	None	34957	Less than 6 months	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
288	12/7/2023 19:27:12	Very unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Does not go where I want to go	Beach, downtown	More frequent service on existing routes, Better connections to other counties		Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	N/A	34994	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
289	12/7/2023 20:05:08	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation	Indian town perhaps	None	No	Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will make congestion worse	We are already very congested here in Martin county thanks to your great idea of build more condos and more storage units. A lot of us are required to be at our jobs much earlier than your bus even begins to pull out of the yard. We're already being raped with taxes car insurance and the cost of living, we work hard to have our own car to be independent and not be dependent on government services. Find a different way to fund it through a grant but not through the taxpayers of Martin county. Our roads and bridges are falling apart tell us where our tax dollars are doing now? Some of those people on the bus are very sketchy, maybe Doug Smith should take a tour of Martin county with some of the riders see how he feels about it and then we can vote him out.	34996	Year Round						
290	12/8/2023 7:25:25	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Bill tropical farms area	New routes/service, Better connections to other counties,		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will have no effect	doesnt come anywhere near where i live	34997	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	Yes
291	12/8/2023 9:13:20	Somewhat familiar	No (Skip Section II and Go																			Inconvenient, Faster to travel by car, Unreliable, Hours of operation	Indiantown	Saturday service, Sunday service, Earlier service	St Lucie County	Very likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	I think that Marty should definitely be running on weekends since that is when people have free time to go grocery shopping	34994	Year Round	25 – 34 years	$25,000 to $49,999	employed	White or Caucasian	Yes	No
292	12/8/2023 9:55:44	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Get dropped off	5 -10 minutes	1-2 Trips	Parking is too expensive/difficult	Wouldn't make the trip	2	Longer than 5 years	1-Day Pass ($3.00)	New routes/services. Where?	It would be wonderful if Marty had a stop in Tequesta and at the Jupiter Hospital. while having stops at the gardens mall is great. It means i go past where i need to go and have to get on another bus(or two depending on the day) to get to my medical appointments)	9	Website bus schedule	Yes, but I have no data plan	Real-time schedule information at major bus stops											34997	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
293	12/8/2023 10:25:47	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Direct stop	More frequent service on existing routes, Saturday service, New routes/service		Likely	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	None	34956	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
294	12/8/2023 14:16:18	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Feels unsafe, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	No where	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Very Unlikely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	I personally have no interest in public transportation. Nor do I wish to fund it.	76248	Less than 6 months	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	No	No
295	12/8/2023 16:07:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	5 or more trips	The bus fits my budget better	Ride with someone	None	3 to 5 years	Commuter Express - 1 Full Fare ($2.00)	Earlier service, Later service, New routes/services. Where?	Jensen Beach. Cover more areas in Stuart and surrounding areas	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses											34997	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
296	12/8/2023 19:57:25	Very familiar	No (Skip																			Hours of operation, Infrequency of service	Jensen Beach	Earlier service, New routes/service		Very likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Reduced fares for seniors	34994	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No

Row	A: Timestamp	B: Are you familiar or have you heard about Martin County's public transportation system, known	C: Have you ever used Martin's County transit fixed route bus system (Marty)?	D: What route(s) do you use? (SELECT ALL THAT APPLY)	E: Do you use the City of Stuart's Tram?	F: Have you found it easy to understand Marty's routes and schedules?	G: What is the reason you use Marty? (SELECT ALL THAT APPLY)	H: How do you get to the bus stop?	I: How long does it take you to get to the bus stop?
297	12/8/2023 23:01:48	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart)	Yes	Yes	dropped truck at repair shop, rode bus home and back.	Drive & park	5 -10 minutes
298	12/9/2023 11:46:45	Familiar	No (Skip Section II and Go to Section III)						
299	12/9/2023 12:00:18	Somewhat familiar	No (Skip Section II and Go to Section III)						
300	12/9/2023 12:11:28	Familiar	No (Skip Section II and Go to Section III)						
301	12/10/2023 22:37:24	Somewhat familiar	No (Skip Section II and Go						
302	12/11/2023 19:36:54	Very unfamiliar	No (Skip Section II and Go to Section III)						
303	12/12/2023 8:04:34	Familiar	No (Skip Section II and Go						
304	12/12/2023 16:07:56	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Connect to/from work	Walk / Wheelchair	More than 10 minutes
305	12/15/2023 16:44:37	Familiar	No (Skip Section II and Go to Section III)						
306	12/15/2023 16:58:38	Somewhat familiar	No (Skip Section II and Go to Section III)						
307	12/15/2023 19:08:51	Familiar	No (Skip Section II and Go to Section III)						
308	12/21/2023 9:16:52	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment	Bicycle	5 -10 minutes
309	12/21/2023 12:57:33	Very familiar	Yes (Go to Section II)	Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Walking	More than 10 minutes
310	12/22/2023 12:43:37	Familiar	No (Skip Section II and Go to Section III)						
311	12/29/2023 16:14:36	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair	5 -10 minutes
312	12/30/2023 0:00:35	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Bicycle	5 -10 minutes
313	1/3/2024 15:46:09	Very unfamiliar	No (Skip Section II and Go to Section III)						
314	1/4/2024 16:14:36	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Ride with someone who parks	5 -10 minutes
315	1/5/2024 14:10:22	Familiar	No (Skip Section II and Go to Section III)						
316	1/5/2024 14:11:40	Very familiar	No (Skip Section II and Go to Section III)						
317	1/5/2024 14:57:43	Unfamiliar	No (Skip Section II and Go to Section III)						
318	1/5/2024 15:58:31	Familiar	No (Skip Section II and Go to Section III)						
319	1/5/2024 17:05:49	Familiar	No (Skip Section II and Go to Section III)						
320	1/5/2024 18:40:19	Somewhat familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Connect to/from work, Attend medical appointments, Attend school or college	Walk / Wheelchair	More than 10 minutes
321	1/7/2024 8:39:49	Familiar	No (Skip Section II and Go to Section III)						
322	1/7/2024 17:17:17	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes
323	1/8/2024 8:59:40	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Attend school or college	Walk / Wheelchair	5 -10 minutes
324	1/8/2024 9:02:29	Somewhat familiar	No (Skip Section II and Go						
325	1/8/2024 9:03:49	Familiar	No (Skip Section II and Go to Section III)						
326	1/8/2024 9:05:30	Very unfamiliar	No (Skip Section II and Go to Section III)						
327	1/8/2024 9:09:50	Very unfamiliar	No (Skip Section II and Go to Section III)						
328	1/8/2024 9:12:43	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Attend school or college	Bicycle	5 -10 minutes
329	1/8/2024 9:27:54	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	No	No	Attend school or college	Walk / Wheelchair	5 -10 minutes
330	1/8/2024 9:30:02	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Attend school or college, Shopping/Errands	Walk / Wheelchair	5 -10 minutes
331	1/8/2024 9:31:31	Very familiar	No (Skip Section II and Go						
332	1/8/2024 9:31:31	Unfamiliar	No (Skip Section II and Go to Section III)						
333	1/8/2024 9:34:27	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	To get home	Walk / Wheelchair	5 -10 minutes
334	1/8/2024 9:38:15	Somewhat familiar	No (Skip Section II and Go to Section III)						
335	1/8/2024 9:38:25	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Walk / Wheelchair	5 -10 minutes
336	1/8/2024 9:41:39	Unfamiliar	No (Skip Section II and Go						
337	1/8/2024 9:45:55	Familiar	No (Skip Section II and Go						
338	1/8/2024 9:47:03	Somewhat familiar	No (Skip Section II and Go to Section III)						
339	1/8/2024 9:47:21	Familiar	No (Skip Section II and Go to Section III)						

Row	J: Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	K: What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	L: If the bus was not available, what other mode of transportation would you use?	M: How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	N: How long have you been using the Marty bus service?	O: What is your usual bus fare? (Please select ONE)	P: What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
297	1-2 Trips	The bus is more convenient	Drive personal vehicle	3 or more	6 months to 1 year	Marty Bus Half Fare (75¢)	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?, Better sidewalk connections to bus stops
298							
299							
300							
301							
302							
303							
304	5 or more trips	The bus fits my budget better	Ride with someone	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, More benches, shelters, bike racks at bus stops. Where?
305							
306							
307							
308	1-2 Trips	The bus is more convenient	Walk or bike	1	3 to 5 years	ADA Paratransit – Full Fare ($3.00)	More frequent service on existing routes, Saturday service, Later service
309	1-2 Trips	The bus is safer/less stressful	Walk or bike	2	1 to 3 years	Marty Bus Half Fare (75¢)	More frequent service on existing routes
310							
311	1-2 Trips	The bus is more convenient	Drive personal vehicle	2	6 months to 1 year	Marty Bus Half Fare (75¢)	Other
312	5 or more trips	I do not have access to a car/vehicle	Walk or bike	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	Better reliability of service on existing routes, Saturday service, Better connections to other counties. Where?
313							
314	3-4 Trips	I do not have access to a car/vehicle	Drive personal vehicle	3 or more	6 months to 1 year	1-Day Pass ($3.00)	More frequent service on existing routes, Saturday service
315							
316							
317							
318							
319							
320	1-2 Trips	I do not have access to a car/vehicle	Wouldn't make the trip	1	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service
321							
322	1-2 Trips	Fun way to travel	Drive personal vehicle	1	Less than 6 months	Marty Bus Full Fare ($1.50)	New routes/services. Where?
323	3-4 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	1	Less than 6 months	20-Ride Pass ($20.00)	Later service, Other
324							
325							
326							
327							
328	3-4 Trips	I do not have a valid driver's license	Taxi / Uber / Lyft	2	Less than 6 months	Commuter Express 10 Ride ($20)	Earlier service
329	1-2 Trips	I do not have access to a car/vehicle	Ride with someone	None	3 to 5 years	Marty Bus Full Fare ($1.50)	Earlier service, Later service, Express Service. Where?
330	3-4 Trips	The bus is safer/less stressful	Walk or bike	3 or more	3 to 5 years	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
331							
332							
333	1-2 Trips	I am unable to drive	Taxi / Uber / Lyft	2	Less than 6 months	Free Fare ($0)	Better reliability of service on existing routes, Earlier service, Better sidewalk connections to bus stops
334							
335	5 or more trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	2	Less than 6 months	Marty Bus Full Fare ($1.50)	Better connections to other counties. Where?, More benches, shelters, bike racks at bus stops. Where?
336							
337							
338							
339							

Row	Q: If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	R: Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	S: How do you usually get information on bus service? (Please select only ONE)	T: Do you own a Smartphone? (Please select only ONE)	U: What TECHNOLOGY IMPROVEMENTS would make Marty better?
297	Banner Lake, Salerno/Kanner (Publix)	9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
298					
299					
300					
301					
302					
303					
304		5	Printed bus schedule	Yes, but I have no data plan	Real-time schedule information at major bus stops
305					
306					
307					
308		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
309		8	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
310					
311	Palm City	9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Less rudness by Route 1 driver.
312		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
313					
314		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
315					
316					
317					
318					
319					
320		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
321					
322	South River has widows who are not by any routes.	9	Morgade Library flyer	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
323		8	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
324					
325					
326					
327					
328		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
329	IRSC	10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
330		7	Website bus schedule	Yes, but I have no data plan	Wi-fi on buses
331					
332					
333		8	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
334					
335		5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications
336					
337					
338					
339					

Row	V: Why don't you use Marty? (SELECT ALL THAT APPLY)	W: Where would you like to see service provided?	X: What would encourage you to use Marty? (PLEASE SELECT THREE)	Y: If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Z: Would you support additional local funding for the transit enhancements you selected in the previous question?
297					
298	Faster to travel by car, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Entrance to Coral Gardens Pomeroy and Edison	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Frequently used stops need benches, shade trash cans, bike racks	Very likely
299	The county has not provided enough information to their citizens about this service. The county or city needs to provide information and resources to everyone. Public transportation is vital for the economic growth for it's towns, cities and states. Please invest and promote this service so more citizens can use this!	All across the county.	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Palm City, Downtown Stuart, Hobe Sound. Light, benches, and shade in all stops.	Very likely
300	Bus stop is not accessible	Kanner and Pomeroy	New routes/service	More stops along Kanner Hwy where there is high residential. Monterey Rd, Pomeroy, Salerno, Cove, Tropical Farms.	Very likely
301	Does not go where I want to go	Out west to South Fork High School/Foxwood	Not familiar enough with farthest reach	Farther west to Fla club,Foxwood, South Fork HS	Very Unlikely
302	Your website is horrible. I cannot relate bus stop numbers to a MAP ANYWHERE ON YOUR STUPID SITE	Decent map with stops and schedules.	Better website. Yours is horrible.		Very Unlikely
303	Does not go where I want to go	Indian River Drive in Jensen Beach	New routes/service	Indian River Drive in Jensen Beach	Very likely
304					
305	Does not go where I want to go	Kanner west of 95 & Turnpike	New routes/service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Kanner west of 95 to get east	Likely
306	Inconvenient, Hours of operation, Does not go where I want to go	bars beaches do something for tourists	Saturday service, Later service, New routes/service	bars beaches shoppin centers	Somewhat likely
307	Does not go where I want to go	Beaches, more stops	More frequent service on existing routes, New routes/service		Likely
308					
309					
310	No weekend bus service	Us1 to Stuart beach on weekends	Saturday service, New routes/service, Grocery carts allowed on board	Routes from Stuart to beaches on weekends. Why no bus services on weekends??	Very likely
311					
312					
313	Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go	na	More frequent service on existing routes	na	Unlikely
314					
315	Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Nowhere. Suspend the Marty. It's often crippling traffic flow on US 1 and creating a traffic dilemma along with the idiotic bike lands no one uses. Waste of Taxpayer money.	Absolutely nothing.		Very Unlikely
316	I have a vehicle.	At the entrance to the Martin County Sheriff's Office on SE Monterey Rd.	Earlier service, Later service, New routes/service	N/A	Likely
317	Does not go where I want to go	It is early to think of this, but when the Brightline station is built, there will need to be bus service to and from the station.	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely
318	Does not go where I want to go,	Parks, hospitals, shopping, restaraunts	More frequent service on existing routes, New routes/service, Better communication & access to bus routes and services	Along Cove Road going up Kanner (stopping at Cleveland Clinic on Indian) continuing into Downtown Stuart.	Somewhat likely
319	Hours of operation, Bus stop is not accessible	More stops in Hobe Sound, such as along Dixie Hwy, or at Kimberly Ter and Federal Hwy (where a new, large apartment complex is being built	Saturday service, Sunday service, Later service		Likely
320					
321	Faster to travel by car	More parking downtown	More frequent service on existing routes		Somewhat likely
322					
323					
324	Faster to travel by car	N/A	Saturday service, Sunday service		Very Unlikely
325	Does not go where I want to go	Not sure	More frequent service on existing routes, New routes/service, Better sidewalk connections to bus stops	Not sure	Very likely
326	I never used the Marty bus.	I don't know.	More frequent service on existing routes, Earlier service, Express service		Likely
327	Faster to travel by car	N/A	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Unlikely
328					
329					
330					
331	Faster to travel by car, Does not go where I want to go	Palm city	New routes/service	Palm city	Unlikely
332	Faster to travel by car	generally more bus stops around stuart would be good	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Somewhat likely
333					
334	Inconvenient, Faster to travel by car, Bus stop is not accessible	Pomeroy or kanner highway if it isn't there already	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Outside of irsc college	Unlikely
335					
336	I live in psl	Don't know	Train		Unlikely
337	Faster to travel by car	Martin county	Later service	None	Likely
338	Drive to school here	Connection to psl	Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Likely
339	Inconvenient, Faster to travel by car, Does not go where I want to go	Nowhere	New routes/service, Express service, Better sidewalk connections to bus stops	Jupiter	Somewhat likely

Row	AA: What is your primary mode of transportation?	AB: What is a reasonable one-way fare?	AC: Is traffic congestion an issue in Martin County?	AD: Do you think riding Public Transit relieves traffic congestion?	AE: Please add any other comments or suggestions on Marty services.
297					
298	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Glad you are here!
299	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Please dedicate more time and resources in the development of public transportation for the county. Conduct infrastructure and marketing research, also educate your citizens on the benefits of public transportation. Our county is growing so this service will become more important.
300	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Very little advertising. I have no idea where it goes or how it will benefit me. I know I can look it up on the website but I'm too busy to do that if I don't have a need for it with personal transportation. You need to find me and educate me on how it will benefit me. Maybe a billboard at Kanner/Monterey, social media more modern advertising. That is the mind set of the younger crowd. I feel like I know more about the new trains then the bus service. You have great coverage of major shopping areas, but very little way to get to those shopping areas. If I could already walk to a shopping area I probably am not looking for the bus. People do not want to walk more then a mile to the closest bus station. Elderly even shorter. If people need a ride just to get to the bus stop and then home again, why not just get a ride directly to the place you are going? Very few want to cross major roadways like US1 or Kanner on their own too. What are the stats on your local resident locations? What do the surveys say from those residents who will ride the bus? What are the best locations that would provide a 1 mile walking radius to the most residents who are interested? I have lived in Martin County my whole life, born at Martin Memorial, and this is the first time I have ever been able to easily give my opinion on the
301	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Distribute information on schedules by mail to MC residents
302	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Fix your website. We need MAPS WITH YOUR STOP NUMBERS ON THE MAP.
303	Personal vehicle	Free	Yes	It will relieve congestion	Indian River Drive in Jensen Beach
304					
305	Rideshare (i.e., Uber, Lyft or similar)	$1.51 - $2.00	Yes	It may provide some relief	?
306	Personal vehicle	Free	Yes	It will relieve congestion	none
307	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	No additional comments
308					
309					
310	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Presently, no none rides the bus to go to downtown concerts, the beaches, or to parks. What good is a public transportation system if it only runs on weekdays. How do you expect people without cars to food shop or enjoy a day at the park?
311					
312					
313	Taxi/for-hire car	Free	Yes	It will relieve congestion	na
314					
315	Personal vehicle	Free	Yes	It will make congestion worse	Terminate Marty.
316	Personal vehicle	$1.51 - $2.00	No	It will relieve congestion	This added route will be beneficial to the citizens of Martin County who need to come to the Martin County Sheriff's Office for whatever assistance they may need.
317	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Service to new Brightline station
318	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Better access to routes, times, maps and services
319	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Bus lane/pull-off for busses at both existing and new stops. This would aid some of the congestion that occurs at a stop (such as near intersections).
320					
321	Personal vehicle	Less than $0.50	Yes	It will have no effect	Na
322					
323					
324	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	N/A
325	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	N/a
326	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	I have no comments or suggestions.
327	Personal vehicle	Free	Yes	It may create additional congestion	N/A
328					
329					
330					
331	Personal vehicle	$1.51 - $2.00	No	It may create additional congestion	None
332	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	N/A
333					
334	Personal vehicle	Less than $0.50	Yes	It may create additional congestion	None at this time
335					
336	Personal vehicle	Free	Yes	It will have no effect	No
337	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None
338	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Thank you
339	Carpool	$1.01 - $1.50	Yes	It may provide some relief	None at this time

Row	AF: What is the Zip Code of your primary residence?	AG: How many months out of the year do you reside in Martin County?	AH: Your age range is (Optional)	AI: Range of your total household income for 2022? (Optional)	AJ: Are you ___? (Optional)	AK: What is your race? (Optional)	AL: Are you Hispanic, Latino, or Spanish Origin? (Optional)	AM: Do you have a disability? (Optional)
297	34994	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
298	34997	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
299	34994	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
300	34997	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
301	34997	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
302	59860	Less than 6 months	65 years and over	$50,000 to $74,999	retired			
303	34957	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
304	34956	Year Round	18 – 24 years		employed	Black/African American		
305	34997	Year Round	18 – 24 years					
306	34957	Year Round	35 – 44 years	$25,000 to $49,999	employed			No
307	34994	Less than 6 months	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
308	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed		Yes	No
309	34997	Year Round	17 year or under	$15,000 to $24,999		White or Caucasian	Yes	No
310	34994	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	Yes
311	34990	Less than 6 months	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
312	34997	Year Round	45 - 64 years	$15,000 to $24,999	employed	White or Caucasian	Yes	No
313	34957							
314	34952	Year Round		Under $15,000	a student	American Indian or Alaska Native	Yes	Yes
315	34997	Year Round	65 years and over					
316	34953	Less than 6 months	35 – 44 years	$75,000 to $99,999	employed	Black/African American	No	No
317	34996	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
318	34997	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
319	33455	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
320	34956	6 months to 1 year	35 – 44 years	Under $15,000				
321	34997	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
322	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
323	34956	Year Round	18 – 24 years	Under $15,000	a student	Black/African American		No
324	34990	Year Round	18 – 24 years	$75,000 to $99,999	a student	White or Caucasian	No	Yes
325	34997	Year Round	18 – 24 years	$50,000 to $74,999	a student	White or Caucasian	Yes	No
326	34997	Year Round	18 – 24 years	$25,000 to $49,999	employed	Two or more races	Yes	No
327	34990	Year Round	18 – 24 years		unemployed	White or Caucasian		
328	34952	Less than 6 months	18 – 24 years		a student	White or Caucasian	Yes	No
329	34997	Year Round	18 – 24 years	Under $15,000	a student	Native Hawaiian or Other Pacific Islander	Yes	No
330	34956	Year Round	18 – 24 years	$15,000 to $24,999	a student	White or Caucasian	Yes	Yes
331	34990	Year Round						
332	34999	Year Round	17 year or under		a student		No	No
333	34997	6 months to 1 year	17 year or under		a student	White or Caucasian	No	No
334	34997	Year Round						
335	34990	6 months to 1 year	17 year or under	$75,000 to $99,999	Student and employee	White or Caucasian	No	No
336	34983	6 months to 1 year	45 - 64 years	Under $15,000	retired		Yes	Yes
337	34990	Year Round	18 – 24 years	Under $15,000	a student	White or Caucasian	No	No
338	34983	Less than 6 months	35 – 44 years	$75,000 to $99,999	a student	White or Caucasian	Yes	Yes
339	34990	Year Round	17 year or under	Under $15,000	Both	Black/African American	No	No

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
340	1/8/2024 9:53:00	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Hours of operation, Bus stop is not accessible	N/A	More frequent service on existing routes, New routes/service, Express service	Fort Pierce	Likely	Rideshare (i.e., Uber, Lyft or similar)	$1.01 - $1.50	Yes	It may provide some relief	Servicio mas functional	34951	6 months to 1 year	45 - 64 years	Under $15,000	employed	Two or more races	Yes	No
341	1/8/2024 10:09:01	Familiar	No (Skip Section II and Go																			Faster to travel by car, Never needed to	Western areas	Better connections to other counties		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Thank you	34997	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
342	1/8/2024 10:20:55	Very familiar	No (Skip Section II and Go to Section III)																			Live outside the area	Additional Connections to St. Lucie County and Broward County.	New routes/service, Express service, Better connections to other counties	Downtown West Palm Beach	Very likely	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	No additional comments.	33025		25 – 34 years		employed	Black/African American	No	No
343	1/8/2024 10:40:24	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work, Attend school or college	Walk / Wheelchair	More than 10 minutes	3-4 Trips	I am unable to drive	Taxi / Uber / Lyft	2	6 months to 1 year	Commuter Express - 1 Full Fare ($2.00)	More benches, shelters, bike racks at bus stops. Where?, Better sidewalk connections to bus stops		8	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34997	Year Round	18 – 24 years	$25,000 to $49,999	a student	White or Caucasian	No	No
344	1/8/2024 11:08:00	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Palm City to downtown Stuart	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops)		Likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	NA	34990	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
345	1/8/2024 11:10:34	Unfamiliar	No (Skip Section II and Go to Section III)																			I have my own car	Would like to see it go across IRSC campuses for students	More frequent service on existing routes, New routes/service, Better connections to other counties	Port Saint Lucie, Stuart, Fort Peirce, Vero Beach	Somewhat likely	Personal vehicle	Free	Yes	It may provide some relief	I know a student that desperately was looking to get across IRSC campuses ,but she couldn't because there was no transportation for her. She couldn't,make her classes because of this matter and I believe this would be a great to help students like her, so they won't have to stop their education	34953	Year Round	25 – 34 years	$15,000 to $24,999	a student			
346	1/8/2024 11:10:45	Very unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	Big neighborhoods	New routes/service, Better sidewalk connections to bus stops	Windermere, US1 near Starbucks	Unlikely	Personal vehicle	$2.01 - $3.00	No	It may provide some relief	N/A	34957	Year Round	17 year or under	Under $15,000	a student	White or Caucasian	No	No
347	1/8/2024 11:13:25	Unfamiliar	No (Skip Section II and Go																			Faster to travel by car	Not sure	N/a		Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	N/a	34982		35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
348	1/8/2024 13:46:03	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Natalie Estates	More frequent service on existing routes		Likely	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	On call service?	44012	Less than 6 months	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
349	1/8/2024 13:52:53	Familiar	No (Skip Section II and Go																			Faster to travel by car	Library	If car was unusable	Tanner hwy	Somewhat likely	Personal vehicle	Free	Yes	It may provide some relief	I would be very helpful to those who can not drive.	34997	Year Round	65 years and over	Under $15,000	retired	White or Caucasian	No	Yes
350	1/8/2024 13:55:54	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	N0 answer	Later service		Likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Na	Na	Year Round	65 years and over					
351	1/8/2024 13:58:33	Very unfamiliar	No (Skip Section II and Go to Section III)																			Uncomfortable (i.e., lack of shade, shelter, information, etc.)	N/A	More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely	Bike	More than $3.00	No	It will relieve congestion	Does not apply	92709		45 - 64 years	Under $15,000	retired	Two or more races	No	Yes
352	1/8/2024 14:04:42	Somewhat familiar	No (Skip Section II and Go to Section III)																			Bus stop is not accessible	East Ocean Blvd	New routes/service, Better sidewalk connections to bus stops	East Ocean Blvd	Likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Na	34996	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
353	1/8/2024 14:04:50	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	No	Express service		Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	No	33455	6 months to 1 year	65 years and over	$200,000 or more	retired	White or Caucasian	No	No
354	1/8/2024 14:10:47	Unfamiliar	No (Skip Section II and Go																			Faster to travel by car, Hours of operation, Infrequency of service	Na	New routes/service	Port Saint Lucie	Somewhat likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Na	34953	6 months to 1 year	18 – 24 years	$25,000 to $49,999	employed	White or Caucasian	Yes	No
355	1/8/2024 14:13:17	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Does not go where I want to go, Bus stop is not accessible	Martin Hyw	New routes/service, Martin Hyw	Palm City, Martin Hyw	Likely	Personal vehicle	$2.01 - $3.00	No	It will relieve congestion	No access from Palm City	34990	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
356	1/8/2024 14:13:57	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Bicycle	5 -10 minutes	5 or more trips	I do not have a valid driver's license	Walk or bike	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, Later service		7	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											33060	6 months to 1 year	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
357	1/8/2024 14:19:32	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	Na	Express service	Na	Unlikely	Personal vehicle	Free	Yes	It may provide some relief	Unique road designs	334990	Less than 6 months	45 - 64 years	Under $15,000		White or Caucasian	No	Yes
358	1/8/2024 14:29:22	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend school or college	Walk / Wheelchair	5 -10 minutes	5 or more trips	The bus fits my budget better	Taxi / Uber / Lyft	1	Longer than 5 years	1-Day Pass ($3.00)	Better reliability of service on existing routes, Saturday service, Sunday service	PUBLIX STORES	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34956	Year Round	25 – 34 years	Under $15,000	employed	HISPANIC	Yes	No
359	1/8/2024 14:30:16	Somewhat familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Shopping/Errands	Get dropped off	More than 10 minutes	1-2 Trips	I had to but now I dont	Drive personal vehicle	3 or more	Less than 6 months	Free Fare ($0)	Sunday service, Later service		6	Bus drivers	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34956	Less than 6 months	17 year or under	$50,000 to $74,999	a student	Black/African American	No	No
360	1/8/2024 14:32:49	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Unreliable	Na	New routes/service, Express service, Better connections to other counties	Na	Very likely	Personal vehicle	Free	Yes	It will relieve congestion	It matters to the seniors. It is not affordable using Ride share.	34997	Year Round	65 years and over	$15,000 to $24,999	retired	Hispanic	Yes	No
361	1/8/2024 14:33:16	Somewhat familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	I live in Port st lucie so I'm not sure if it reaches there but I would use it more if it did	Earlier service, New routes/service, Better connections to other counties	As mentioned port st lucie	Likely	Carpool	$0.51 - $1.00	Yes	It will relieve congestion	I haven't see much, I have no recommendations, sorry :/	34953	Year Round	17 year or under	$75,000 to $99,999	a student	White or Caucasian	No	Yes
362	1/8/2024 14:33:29	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Connecting counties	More frequent service on existing routes, Better connections to other counties		Very likely	Personal vehicle	$0.51 - $1.00	No	It will relieve congestion	None	34997	6 months to 1 year	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	Yes	No
363	1/8/2024 14:36:42	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	No	More frequent service on existing routes		Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	N0	34997	Year Round	45 - 64 years			White or Caucasian	No	No
364	1/8/2024 14:37:45	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Bicycle	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Longer than 5 years	1-Day Pass ($3.00)	More benches, shelters, bike racks at bus stops. Where?, Other		7	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Free rides like psl buses											34997	Year Round	25 – 34 years	Under $15,000	unemployed	Black/African American	No	No
365	1/8/2024 14:38:36	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Connect to/from work, Attend school or college, Shopping/Errands	Bicycle	5 -10 minutes	1-2 Trips	The bus fits my budget better	Ride with someone	3 or more	1 to 3 years	Marty Bus Full Fare ($1.50)	More benches, shelters, bike racks at bus stops. Where?		8	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34997	Year Round	17 year or under	Under $15,000	a student	White or Caucasian	No	No
366	1/8/2024 14:39:21	Somewhat familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Walk or bike	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses											34957	Year Round	17 year or under	$50,000 to $74,999	a student	Black/African American	Yes	No
367	1/8/2024 14:41:09	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Feels unsafe, Does not go where I want to go, I am a highschool student and I don't often have a reason to use the system	Palm city and Stuart	Saturday service, New routes/service, Better sidewalk connections to bus stops		Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	NA	34990	Year Round	17 year or under	$50,000 to $74,999	a student	White or Caucasian	No	No
368	1/8/2024 14:46:53	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments, Attend	Walk / Wheelchair	More than 10 minutes	3-4 Trips	I do not have a valid driver's license	Wouldn't make the trip	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service	Willoughby	7	Internet Search (i.e., Google, bing, or similar)	Yes, but I have no data plan	USB ports											34997	Year Round	18 – 24 years	Under $15,000	unemployed	White or Caucasian	No	No
369	1/8/2024 14:46:55	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	It doesn't matter to me	Nothing. I'm ok	None	Unlikely	Personal vehicle	Free	Yes	It will have no effect	I like Martin county to b quiet. But it's becoming more west palm ish. I don't care what u do As I'm packing and leaving after 25 yrs. Cause this Stuart. Will. Not b for me anymore	34990	Year Round	45 - 64 years	$15,000 to $24,999	employed	White or Caucasian	No	No
370	1/8/2024 14:49:25	Somewhat familiar	No (Skip Section II and Go																			Inconvenient, Unreliable, Does not go where I want to go	Willoughby	Saturday service, Sunday service, Later service	Willoughby	Unlikely	Bus/Marty	Free	Yes	It may provide some relief	N/A	34997	Year Round	18 – 24 years	Under $15,000	employed	Two or more races	Yes	Yes
371	1/8/2024 14:55:07	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Downtown Stuart	More frequent service on existing routes, Saturday service, New routes/service	Downtown Stuart & The treasure Coast	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	A lot of people needed public transportation. We need more busses & routes	34997	Year Round	65 years and over		retired	White or Caucasian	No	No
372	1/8/2024 14:59:38	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Martin county	New routes/service, Express service, Better connections to other counties		Very likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Senior fare discounts	34997	Year Round	65 years and over					No
373	1/8/2024 15:01:17	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work, Attend medical appointments, Shopping/Errands	Bicycle	More than 10 minutes	1-2 Trips	I do not have a valid driver's license	Walk or bike	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	Saturday service		5	My ride/ Marty mobile app	Yes, but I have no data plan	Delay / Push notifications											34997	Year Round	35 – 44 years	$15,000 to $24,999	employed	White or Caucasian	No	No
374	1/8/2024 15:01:33	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Along Kanner Highway	Express service, Better connections to other counties, To serve airports	Better connections to counties to south	Likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Route on Kanner Highway; more focus on service for the elderly	34997	6 months to 1 year	65 years and over		retired	Black/African American	No	No
375	1/8/2024 15:04:46	Familiar	No (Skip Section II and Go to Section III)																			I don't know the schedule or stops	I live in Palm City	More frequent service on existing routes, Saturday service, Better advertising of service		Somewhat likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	I like the idea of public transportation and have used it in the past but it is most convenient when it fulfills daily routes and is part of the routine. I think, not knowing about routes and pricing has always been a barrier me	34990	Year Round	35 – 44 years					
376	1/8/2024 15:05:38	Somewhat familiar	No (Skip Section II and Go																			Hours of operation	Na	Saturday service, Sunday service, New routes/service	Towards sandpit park	Very likely	Bus/Marty	Free	Yes	It may provide some relief	More routes that go further out.	34997	Year Round	45 - 64 years					
377	1/8/2024 15:06:07	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Walk or bike	None	6 months to 1 year	Marty Bus Full Fare ($1.50)	Sunday service, Later service, More benches, shelters, bike racks at bus stops. Where?	In and around Indian Run	6	Bus drivers	Yes, but I have no data plan	Real-time schedule information at major bus stops											34992	Year Round	18 – 24 years	Under $15,000	unemployed	White or Caucasian	No	No
378	1/8/2024 15:07:20	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Bicycle	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?	Na	8	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34997	Less than 6 months	35 – 44 years	Under $15,000			No	No
379	1/8/2024 15:11:52	Familiar	No (Skip Section II and Go																			Faster to travel by car, Does not go where I want to go, Does not stop at COA Kane Center	COA Kane Center	New routes/service	Kane Center	Likely	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Don't have any	33455	Year Round	65 years and over	$15,000 to $24,999	employed	White or Caucasian	No	No
380	1/8/2024 15:13:23	Unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	Downtown	More frequent service on existing routes, Saturday service, Sunday service	Na	Likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	It don't ppl are getting out their cars	34997	Year Round	35 – 44 years	$50,000 to $74,999	employed		No	No
381	1/8/2024 15:16:14	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient	N/a	New routes/service, Better connections to other counties, Better sidewalk connections to bus stops	N/A	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	N/A	34997	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
382	1/8/2024 15:17:13	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	Events.	Saturday service, Sunday service	Na	Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Na	34997	Year Round						
383	1/8/2024 15:20:51	Somewhat familiar	No (Skip Section II and Go																			Does not go where I want to go	Palm City	Saturday service, Sunday service, New routes/service		Very likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	No	34990							
384	1/8/2024 15:23:27	Somewhat familiar	No (Skip Section II and Go																			Faster to travel by car	Kravis Center	Better connections to other counties	Kravis Center	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	More outreach to the community	33455	Year Round	65 years and over		retired	White or Caucasian	No	No
385	1/8/2024 15:29:51	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	5 or more trips	I do not have a valid driver's license	Drive personal vehicle	1	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service	Na	8	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34997	Year Round	45 - 64 years	$50,000 to $74,999	employed	Black/African American	No	No
386	1/8/2024 15:59:52	Somewhat familiar	No (Skip Section II and Go																			Have car	Airport	Better connections to other counties	Airlort	Somewhat likely	Personal vehicle	$1.51 - $2.00	No	It will relieve congestion	Airport	34997	Year Round	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	No	Yes
387	1/8/2024 16:02:33	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Jensen	More frequent service on existing routes, Saturday service, New routes/service	Jensen Beach	Very likely	Personal vehicle	Free	Yes	It will relieve congestion	Need tourist routes	34957	Year Round	45 - 64 years	$50,000 to $74,999	employed			
388	1/8/2024 16:04:47	Unfamiliar	No (Skip Section II and Go																			I have my car.	Monthly card of discount.	Saturday service, Sunday service, Earlier service		Somewhat likely	Personal vehicle	$1.01 - $1.50	No	It will have no effect	None	33455	Year Round	25 – 34 years					
389	1/8/2024 16:11:15	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	More information available to the community on where the stops are as well as including more bus stops.	More frequent service on existing routes, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	I would like to see more amenities added to each bus such as bike racks	Very likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Include more bike racks	34997	Year Round	18 – 24 years		a student		Yes	No
390	1/8/2024 16:42:26	Familiar	No (Skip Section II and Go to Section III)																			Hours of operation	Beaches	Saturday service, Sunday service		Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	If someone uses public transportation during the week to go to work, how are they expected to go food shopping or to a downtown concert on the weekend? There is no bus service at all on the weekends. Not sure why anyone would choose to live in Stuart that does not drive a car.	33494	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	Yes
391	1/9/2024 13:43:09	Familiar	No (Skip Section II and Go																			Faster to travel by car	More areas from indiantown to stuart	More frequent service on existing routes		Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	Non	34956	Year Round	25 – 34 years	$15,000 to $24,999	employed	White or Caucasian	Yes	No
392	1/10/2024 15:45:55	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Attend medical appointments	Walk / Wheelchair	More than 10 minutes	3-4 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	2	6 months to 1 year	20-Ride Pass ($20.00)	More frequent service on existing routes, Saturday service, Sunday service	Jensen Beach	4	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses											34952	Year Round	25 – 34 years	$25,000 to $49,999	employed	White or Caucasian	No	Yes
393	1/10/2024 22:41:34	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	No	Shopping/Errands	Walk / Wheelchair	5 -10 minutes	3-4 Trips	I do not have access to a car/vehicle	Walk or bike	1	1 to 3 years	Commuter Express - 1 Full Fare ($2.00)	Other	The a/c on most of the buses is set way too cold. So cold it make old ppl's bones, joints & muscles ache. And, activates my diviated septum sinus condition	10	Bus drivers	Yes, it's a smartphone with a data plan/internet connectivity	I have not been able to find the bus schedules online.											34997	6 months to 1 year	45 - 64 years	$15,000 to $24,999	employed	White or Caucasian	No	Yes
394	1/11/2024 1:38:15	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	5 or more trips	The bus is safer/less stressful	Wouldn't make the trip	None	6 months to 1 year	1-Day Pass ($3.00)	Saturday service, Sunday service, New routes/services. Where?	to the stuart beach	5	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34996	Year Round	18 – 24 years	$15,000 to $24,999	a student	White or Caucasian	No	Yes
395	1/11/2024 15:07:29	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work, Attend medical appointments	Walk / Wheelchair	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	Less than 6 months	1-Day Pass ($3.00)	Saturday service, Sunday service, New routes/services. Where?	Palm City	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	expanded routes and times											33455	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
396	1/11/2024 15:12:21	Familiar	No (Skip Section II and Go																			Faster to travel by car	Indianwood	Saturday service, Express service		Very likely	Personal vehicle	$2.01 - $3.00	No	It may provide some relief	NA	34956	Year Round	35 – 44 years	$75,000 to $99,999	employed	Black/African American	No	No
397	1/11/2024 15:22:05	Familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Shopping/Errands	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is safer/less	Wouldn't make the trip	None	1 to 3 years	Free Fare ($0)	Other		10	Friend / relative	No	Delay / Push notifications											34956	6 months to 1 year	25 – 34 years	$15,000 to $24,999	employed		Yes	No
398	1/11/2024 15:35:15	Very familiar	No (Skip Section II and Go																			Faster to travel by car	Indiantown	Saturday service, Express service		Very likely	Personal vehicle	Free	Yes	It may provide some relief	Thank you for the service for others in need.	34956	Year Round	25 – 34 years	$15,000 to $24,999	employed	White or Caucasian	Yes	No
399	1/11/2024 15:58:36	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Pleasure/Recreational purposes/access to Entertainment,	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Wouldn't make the trip	1	Less than 6 months	Free Fare ($0)	Saturday service, Sunday service, Other		10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34956	Year Round	25 – 34 years	$25,000 to $49,999	employed	White or Caucasian	Yes	No
400	1/11/2024 15:59:48	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	Grocery store	More frequent service on existing routes	N/A	Likely	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	N/A	34956	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	Yes

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
401	1/11/2024 16:01:06	Very familiar	No (Skip Section II and Go to Section III)													
402	1/11/2024 16:05:17	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	3 or more	Longer than 5 years	Marty Bus Full Fare ($1.50)	Earlier service, New routes/services. Where?, Express Service. Where?
403	1/11/2024 16:06:59	Familiar	No (Skip Section II and Go to Section III)													
404	1/11/2024 16:11:18	Somewhat familiar	No (Skip Section II and Go to Section III)													
405	1/11/2024 16:21:50	Very unfamiliar	No (Skip Section II and Go to Section III)													
406	1/11/2024 16:32:14	Familiar	No (Skip Section II and Go to Section III)													
407	1/11/2024 16:49:48	Familiar	No (Skip Section II and Go to Section III)													
408	1/11/2024 17:06:04	Very familiar	No (Skip Section II and Go to Section III)													
409	1/11/2024 17:22:16	Very unfamiliar	No (Skip Section II and Go to Section III)													
410	1/11/2024 17:22:59	Very unfamiliar	No (Skip Section II and Go													
411	1/11/2024 17:23:45	Familiar	No (Skip Section II and Go													
412	1/11/2024 17:24:13	Unfamiliar	No (Skip Section II and Go to Section III)													
413	1/11/2024 17:41:30	Very unfamiliar	No (Skip Section II and Go to Section III)													
414	1/11/2024 17:58:34	Somewhat familiar	No (Skip Section II and Go													
415	1/11/2024 18:01:22	Somewhat familiar	No (Skip Section II and Go to Section III)													
416	1/11/2024 18:08:40	Very unfamiliar	No (Skip Section II and Go													
417	1/11/2024 18:52:18	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	No	Have to	Walk / Wheelchair	More than 10 minutes	3-4 Trips	I am unable to drive	Taxi / Uber / Lyft	1	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, Later service, New routes/services. Where?
418	1/12/2024 11:02:19	Familiar	Yes (Go to Section II)	Route 4 (South Stuart/Hobe Sound)	No	No	Attend medical appointments, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Walk or bike	1	Less than 6 months	Free Fare ($0)	More benches, shelters, bike racks at bus stops. Where?
419	1/15/2024 11:15:35	Very familiar	No (Skip Section II and Go to Section III)													
420	1/15/2024 12:06:04	Very familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Attend school or college	Walk / Wheelchair	5 -10 minutes	3-4 Trips	I do not have a valid driver's license	Ride with someone	1	6 months to 1 year	1-Day Pass ($3.00)	Sunday service, Later service, New routes/services. Where?
421	1/15/2024 13:06:25	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Connect to/from work	Bicycle	5 -10 minutes	1-2 Trips	I am unable to drive	Walk or bike	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Earlier service
422	1/22/2024 10:20:16	Unfamiliar	No (Skip Section II and Go to Section III)													
423	1/22/2024 21:10:39	Somewhat familiar	No (Skip Section II and Go to Section III)													
424	1/23/2024 10:01:06	Very unfamiliar	No (Skip Section II and Go to Section III)													
425	1/23/2024 13:35:23	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair	5 -10 minutes	5 or more trips	The bus fits my budget better	Taxi / Uber / Lyft	None	3 to 5 years	20-Ride Pass ($20.00)	Saturday service, Sunday service, New routes/services. Where?
426	1/24/2024 6:58:08	Very familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments, Attend	Bicycle	5 -10 minutes	5 or more trips	The bus fits my budget better	Wouldn't make the trip	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service
427	1/24/2024 14:27:42	Familiar	No (Skip Section II and Go to Section III)													
428	1/24/2024 16:08:36	Very familiar	No (Skip Section II and Go to Section III)													
429	1/24/2024 16:16:44	Familiar	No (Skip Section II and Go to Section III)													
430	1/24/2024 16:32:19	Somewhat familiar	No (Skip Section II and Go to Section III)													
431	1/24/2024 16:58:21	Familiar	No (Skip Section II and Go to Section III)													
432	1/24/2024 17:05:26	Familiar	No (Skip Section II and Go													
433	1/24/2024 17:05:52	Familiar	No (Skip Section II and Go to Section III)													
434	1/24/2024 17:32:01	Somewhat familiar	No (Skip Section II and Go to Section III)													
435	1/24/2024 18:07:32	Somewhat familiar	No (Skip Section II and Go to Section III)													
436	1/24/2024 19:29:52	Familiar	No (Skip Section II and Go to Section III)													
437	1/24/2024 19:30:20	Somewhat familiar	No (Skip Section II and Go to Section III)													
438	1/24/2024 19:41:55	Somewhat familiar	No (Skip Section II and Go													
439	1/24/2024 20:31:33	Familiar	No (Skip Section II and Go to Section III)													
440	1/24/2024 20:51:32	Familiar	No (Skip Section II and Go to Section III)													
441	1/24/2024 21:46:08	Familiar	No (Skip Section II and Go to Section III)													
442	1/24/2024 21:50:20	Very familiar	No (Skip Section II and Go to Section III)													
443	1/25/2024 3:42:35	Very familiar	No (Skip Section II and Go to Section III)													
444	1/25/2024 5:40:05	Very familiar	No (Skip Section II and Go to Section III)													
445	1/25/2024 8:57:49	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Wanted to try it out	Walk / Wheelchair	5 -10 minutes	1-2 Trips	Only used it one time; to try it out	Drive personal vehicle	2	Less than 6 months	Marty Bus Full Fare ($1.50)	Other
446	1/25/2024 9:50:14	Somewhat familiar	No (Skip Section II and Go													
447	1/25/2024 10:14:21	Somewhat familiar	No (Skip Section II and Go													
448	1/25/2024 10:21:14	Somewhat familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Connect to/from work, Attend medical appointments	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, New routes/services. Where?
449	1/25/2024 10:23:07	Very familiar	No (Skip Section II and Go													
450	1/25/2024 10:41:41	Very unfamiliar	No (Skip Section II and Go to Section III)													
451	1/25/2024 10:57:50	Somewhat familiar	No (Skip Section II and Go													
452	1/25/2024 11:11:27	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	No	Yes	Attend medical appointments, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	3-4 Trips	I am unable to drive	Walk or bike	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
453	1/25/2024 11:21:39	Somewhat familiar	Yes (Go to Section II)	Route 2 (Indiantown), Route 3 (Stuart)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend school or college	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus fits my budget better	Drive personal vehicle	3 or more	6 months to 1 year	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Better reliability of service on existing routes, New routes/services. Where?
454	1/25/2024 12:38:21	Familiar	No (Skip Section II and Go to Section III)													
455	1/25/2024 13:44:53	Familiar	No (Skip Section II and Go to Section III)													

	Q	R	S	T	U	V	W	X	Y	Z
1	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?
401						Hours of operation	Indiantown	More frequent service on existing routes, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Schools college	Likely
402		8	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
403						Inconvenient, Faster to travel by car	Publix	Saturday service, Sunday service, New routes/service	Na	Unlikely
404						Bus stop is not accessible	In the Booker park location	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Likely
405						Inconvenient, No se como se utiliza	De Indiantown a lugar de immigration en Stuart	More frequent service on existing routes, Earlier service, Better connections to other counties	Na	Likely
406						Faster to travel by car	Indiantown	Saturday service, Sunday service, Express service		Likely
407						Commute from out of town	To a Publix on the weekends	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Likely
408						Hours of operation, Does not go where I want to go, Bus stop is not accessible	Martin	Saturday service, Sunday service, Later service		Very likely
409						Does not go where I want to go	Cerca o a la par de Una gasolinera en Indiantown	More frequent service on existing routes, Earlier service, New routes/service	Indiantown, cerca o Ala par de la gasolinera	Somewhat likely
410						Faster to travel by car	Nose	Saturday service		Likely
411						Inconvenient, Faster to travel by car	Occachobee	Saturday service, Sunday service	Na	Likely
412						No conocia	Stuart	Saturday service, Sunday service, Later service	No tiene	Likely
413						Nolo conocia	Serviciodirecto a walmart	Saturday service, Sunday service, New routes/service	Na	Very likely
414						Faster to travel by car	Inside city	Express service		Likely
415						Faster to travel by car, Hours of operation, Does not go where I want to go	South Martin County	Saturday service, Later service, Express service		Likely
416						No lo conozco	Direct service to walmart	Saturday service	Walmart to Indiantown	Likely
417	Downtown Jensen Hutchinson island	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses					
418	Osprey Road	10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	None					
419						Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go	Palm city	Earlier service, New routes/service, Express service		Very likely
420	Buses should go to the beautiful beaches to increase job opportunities Buses should go down Indian River Drive More accessible routes near communities	4	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
421	Palm Beach	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
422						Bus stop is not accessible	Jensen beach.	Better sidewalk connections to bus stops	The problem for me is, the buses don't make it to the waterfront. I have to walk over a mile, and in some case 3 mi. just to get to a bus stop.	Likely
423						Inconvenient, Faster to travel by car, Does not go where I want to go	Only in stuart	New routes/service, Better connections to other counties, Better sidewalk connections to bus stops	Tradition	Very Unlikely
424						Faster to travel by car	na	Saturday service, Later service, New routes/service		Likely
425	Palm city	8	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
426	I would like to see that Indiantown would have a bus active every 30 minutes from Indiantown to stuart Instead of waiting 1 hour period, weekend bus would help for weekend groceries	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
427						Faster to travel by car	Cancel this service	Smaller vehicles	Na	Very Unlikely
428						Faster to travel by car	I would like to see this service Cancelled or at least adjusted so this is not tax payer funded!	Nothing	none of these, you need to re-evaluate the cost to your tax payers. It was stated in the executive summary that you project Marty to run at a $7.2 million deficit!!!!	Very Unlikely
429						I have a car	No where. Working at a deficit seems silly in the next ten years	None of above		Very Unlikely
430						Inconvenient, Does not go where I want to go	Eastern Jensen Beach/ Indian river drive and also 707 through Rio	New routes/service	Rio and eastern Jensen Beach	Very likely
431						Inconvenient, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, I'm blind, I cannot cross eight lanes of traffic with people going 60 mile an hour down the street with no sequences for disobeying traffic laws.	All over Martin county	More frequent service on existing routes, Saturday service, Better sidewalk connections to bus stops		Very likely
432						Faster to travel by car	It is not needed or utilized to justify the money spent on it	I would not ever use it.		Very Unlikely
433						Faster to travel by car	I wouldn't	No service at all..save taxpayers only....		Very Unlikely
434						Faster to travel by car	Idk	Earlier service, Later service, More amenities (e.g., benches, shelters, bike racks at bus stops)	All major plazas	Unlikely
435						Faster to travel by car, Does not go where I want to go	There is no service to the 'downtown Port Salerno' area - eg. intersection of Salerno and Dixie Highway. I live near the Manatee Pocket, so that would change things for me.	New routes/service	See Above	Likely
436						Inconvenient, Faster to travel by car, Have my own transportation.	I do not feel we need this service. Anytime I see the Marty it is Empty!	I have no need to use it!		Very Unlikely
437						Inconvenient, Faster to travel by car, No use for it. Ain't a big city	Don't need any service	Do not believe there is a big demand		Very Unlikely
438						Inconvenient, Faster to travel by car	PALM CITY FARMS	Later service		Very Unlikely
439						Faster to travel by car	No where	Express service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very Unlikely
440						Faster to travel by car, Does not go where I want to go, Bus stop is not accessible	Every mile	More frequent service on existing routes, New routes/service, Better connections to other counties		Likely
441						Faster to travel by car	Services stopped as it is not an economical offer running in deficit on the tax payers dime.	End services		Very Unlikely
442						Does not go where I want to go,	Dixie Highway	New routes/service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Dixie highway to downtown Jensen Dixie Highway to anywhere	Somewhat likely
443						Feels unsafe, Have car and its always causing issues with traffic too $$$ to operate	Shut it down	Shut down	Shut down	Very Unlikely
444						Inconvenient, Faster to travel by car	None	More frequent service on existing routes, Saturday service, Express service	Palm City, Walgreens, Publix to run errand's	Very likely
445		1	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Marty isn't worth the $$ spent on it. The buses are always empty					
446						Faster to travel by car, Infrequency of service	None	None		Very Unlikely
447						Faster to travel by car	Not sure	Unsure		Likely
448	Una parada serca de la monterey no queda la para muy lejos la para más cercana es la escuela que está ahí	5	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses					
449						Faster to travel by car	n/a	when I need to save gas		Very Unlikely
450						I have a personal vehicle.	I have a personal vehicle.	More frequent service on existing routes	Within Martin County	Very likely
451						.	NA	Better connections to other counties	NA	Very likely
452	Palm City Area, More Stops Along US 1	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
453	Stuart area	9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
454						Hours of operation, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Port Salerno and golden gate areas	Saturday service, New routes/service, Better connections to other counties	More routes around Stuart and past the mall in Jensen to Lowe's or aldi	Somewhat likely
455						Bus stop is not accessible	On East side of Cove Road	More frequent service on existing routes, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Every mile on Cove Road	Likely

	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
401	Personal vehicle	More than $3.00	Yes	It will relieve congestion	Na	34956	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
402						34956	6 months to 1 year	45 - 64 years	$75,000 to $99,999	retired	Hispanic		No
403	Personal vehicle	Free	Yes	It may provide some relief	Na	34956	Year Round	18 – 24 years		a student		Yes	No
404	Bus/Marty	Less than $0.50	Yes	It may provide some relief	No	34956	Less than 6 months	65 years and over	Under $15,000	retired	Black/African American	No	No
405	Taxi/for-hire car	$1.01 - $1.50	No	It will relieve congestion	N/A	34956	Year Round						
406	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Saturday and Sunday service would be great.	34956	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
407	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Weekend service	32751	Less than 6 months	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
408	Carpool	$0.51 - $1.00	No	It will relieve congestion	Mas rutas	34965	Year Round	35 – 44 years	$25,000 to $49,999	employed	Hispanic		No
409	Taxi/for-hire car	Less than $0.50	No	It may provide some relief	Es un exelente transporte	15893		17 year or under	Under $15,000			Yes	No
410	Taxi/for-hire car	More than $3.00	No	It may provide some relief	Sin comments	34956	Year Round	18 – 24 years	Under $15,000	a student	American Indian or Alaska Native	Yes	No
411	Carpool	$1.01 - $1.50	No	It will have no effect	Na	34956	Year Round	17 year or under		a student		Yes	No
412	Bus/Marty	$1.51 - $2.00	No	It will have no effect	No	34954	Year Round			employed		Yes	No
413	Carpool	More than $3.00	No	It will relieve congestion	NA	34956	Year Round						
414	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	No comments	34997	Year Round	45 - 64 years	$75,000 to $99,999	employed	Asian	No	No
415	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	More routes	34997	Year Round	45 - 64 years	$200,000 or more	employed		No	No
416	Bicicleta	Free	Yes	It will have no effect	No	33495	Year Round	45 - 64 years	Under $15,000	employed	American Indian or Alaska Native	Yes	No
417						34996	Year Round	45 - 64 years	$50,000 to $74,999	retired	White or Caucasian	No	Yes
418						33455	Year Round	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
419	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Thank you	34990	Year Round	25 – 34 years	$50,000 to $74,999	employed	Black/African American	No	No
420						34995	Year Round						
421						34997	Year Round	35 – 44 years	Under $15,000	unemployed	Black/African American	No	No
422	Rideshare (i.e., Uber, Lyft or similar)	$1.01 - $1.50	No	It will have no effect	Just need waterfront bus stops. It's too far to walk from the waterfront to get to a bus stop.	34997	6 months to 1 year	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
423	Personal vehicle	$0.51 - $1.00	Yes	It will make congestion worse	.	34990	Year Round	18 – 24 years		employed			
424	Personal vehicle	Free	Yes	It may provide some relief	na	34957	6 months to 1 year	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	Yes
425						33455	Year Round	25 – 34 years	$25,000 to $49,999	employed	Two or more races	No	No
426						34956	6 months to 1 year	18 – 24 years	$25,000 to $49,999	employed		Yes	No
427	Personal vehicle	Free	No	It will make congestion worse	This service is virtually unused No need to expand	34996	Year Round						
428	Personal vehicle	More than $3.00	Yes	It will make congestion worse	Congestion is a problem, because of all the uncontrolled GROWTH! Marty services a very small <1% of the population, and is a contributor to the congestion. Along with not being able to run on a budget. This is unacceptable!!!	34997	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
429	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	Consider something that will make it make money	34997	Year Round	45 - 64 years	$50,000 to $74,999	employed			No
430	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	New routes please	34957	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
431	Carpool	$2.01 - $3.00	Yes	It will relieve congestion	Please reduce the paratransit window to less than 30 minutes. There is no way anyone can plan for an hour pick up window.	34997	Year Round	25 – 34 years	Under $15,000	unemployed	White or Caucasian	No	Yes
432	Personal vehicle	Free	Yes	It will make congestion worse	This county can't justify this service and is a huge burden to this county's traffic issues	34997	Year Round	45 - 64 years		employed	Two or more races	No	No
433	Personal vehicle	Less than $0.50	Yes	It will make congestion worse	It's a waste of time and money...the busses are most always empty...	34997	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
434	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	I know almost nothing about the routes, times, and cost.	33455	Less than 6 months	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
435	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Please don't give up on Marty. Despite the high % of personal vehicle drivers in Martin County, Mass Transit matters. We can not stop trying!	34997	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian	No	No
436	Personal vehicle	$1.01 - $1.50	No	It will make congestion worse	We can use our tax dollars in other areas of the county that are more important.	34997	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
437	Personal vehicle	More than $3.00	Yes	It may create additional congestion	Public transportation should only be utilized in an urban city. The Marty bus operating and the expense of taxpayers is not a viable decision. But when would expect government to do something efficiently that benefits the taxpayers	34997	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
438	Personal vehicle	$1.51 - $2.00	Yes	It will make congestion worse	N/A	34990	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
439	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Public transit is only good if it is utilized. if it is used then it is a waste of money.	34997	Year Round	45 - 64 years		employed	White or Caucasian	No	No
440	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	More frequent service	34997	Year Round			employed		No	No
441	Personal vehicle	More than $3.00	Yes	It will make congestion worse	Our Commissioners just voted to raise our taxes unanimously and fully funded this program at a deficit. It's time to cut taxes and rain in frivolously programs	34997	Year Round	45 - 64 years					
442	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	East West connections would be great Cove Rd , Salerno Rd	34997	Year Round	45 - 64 years	$15,000 to $24,999	retired	White or Caucasian	No	Yes
443	Personal vehicle	More than $3.00	Yes	It will make congestion worse	PLEASE SAVE $$$$ AND SHUT THIS DOWN	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
444	Medical Transportation	$1.01 - $1.50	Yes	It will relieve congestion	None	34990	Year Round	45 - 64 years	$50,000 to $74,999		White or Caucasian	No	Yes
445						34997	Less than 6 months	65 years and over	$200,000 or more	retired	White or Caucasian	No	No
446	Personal vehicle	More than $3.00	Yes	It will have no effect	Our taxes should not be used for this	34997	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
447	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	Unsure of what the county needs as I do not use it	34990	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
448						34994	Year Round	18 – 24 years	Under $15,000	employed		Yes	No
449	Personal vehicle	Free	Yes	It may provide some relief	n/a	34994	Year Round	18 – 24 years	$15,000 to $24,999	employed	Two or more races	Yes	No
450	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	I feel more transportation services are needed for low income residents in Martin County are needed	34984	Less than 6 months	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
451	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	.	34983; BUT WORK IS	6 months to 1 year	45 - 64 years	$50,000 to $74,999	employed		Yes	No
452						34994	Year Round	45 - 64 years		unemployed	White or Caucasian	No	No
453						34956	Year Round	18 – 24 years	$15,000 to $24,999	a student		Yes	No
454	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Look at the demographics of Stuart and put more buses in those neighborhoods	34997	Year Round	45 - 64 years	$50,000 to $74,999	employed			No
455	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	None	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	Black/African American	No	No

Row	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
456	1/25/2024 17:52:22	Somewhat familiar	No (Skip Section II and Go to Section III)													
457	1/25/2024 20:42:35	Somewhat familiar	No (Skip Section II and Go													
458	1/26/2024 7:24:37	Very familiar	No (Skip Section II and Go to Section III)													
459	1/26/2024 8:25:13	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 4 (South Stuart/Hobe Sound)	Yes	No	Attend medical appointments, Shopping/Errands	Get dropped off	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Wouldn't make the trip	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Better reliability of service on existing routes, Other
460	1/26/2024 9:53:22	Very familiar	No (Skip Section II and Go to Section III)													
461	1/26/2024 10:27:44	Very unfamiliar	No (Skip Section II and Go													
462	1/26/2024 10:37:25	Somewhat familiar	No (Skip Section II and Go													
463	1/26/2024 10:38:44	Somewhat familiar	No (Skip Section II and Go													
464	1/26/2024 10:39:12	Somewhat familiar	No (Skip Section II and Go													
465	1/26/2024 10:44:35	Very unfamiliar	No (Skip Section II and Go to Section III)													
466	1/26/2024 10:45:50	Familiar	No (Skip Section II and Go to Section III)													
467	1/26/2024 10:51:33	Somewhat familiar	No (Skip Section II and Go to Section III)													
468	1/26/2024 10:53:06	Somewhat familiar	No (Skip Section II and Go													
469	1/26/2024 10:54:17	Somewhat familiar	No (Skip Section II and Go													
470	1/26/2024 10:55:10	Unfamiliar	No (Skip Section II and Go to Section III)													
471	1/26/2024 10:57:12	Very unfamiliar	No (Skip Section II and Go to Section III)													
472	1/26/2024 11:00:17	Unfamiliar	No (Skip Section II and Go													
473	1/26/2024 11:03:09	Very familiar	No (Skip Section II and Go to Section III)													
474	1/26/2024 11:08:55	Very familiar	No (Skip Section II and Go													
475	1/26/2024 11:18:55	Unfamiliar	No (Skip Section II and Go to Section III)													
476	1/26/2024 11:20:03	Very unfamiliar	No (Skip Section II and Go to Section III)													
477	1/26/2024 11:22:48	Somewhat familiar	No (Skip Section II and Go to Section III)													
478	1/26/2024 11:33:12	Very familiar	No (Skip Section II and Go													
479	1/26/2024 11:33:28	Very familiar	No (Skip Section II and Go													
480	1/26/2024 11:36:27	Familiar	No (Skip Section II and Go													
481	1/26/2024 11:47:16	Unfamiliar	No (Skip Section II and Go to Section III)													
482	1/26/2024 11:53:01	Somewhat familiar	No (Skip Section II and Go to Section III)													
483	1/26/2024 12:07:40	Somewhat familiar	No (Skip Section II and Go to Section III)													
484	1/26/2024 12:12:38	Very unfamiliar	No (Skip Section II and Go to Section III)													
485	1/26/2024 12:28:00	Unfamiliar	No (Skip Section II and Go to Section III)													
486	1/26/2024 12:28:41	Familiar	Yes (Go to Section II)	Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	Yes	Yes	Medical	Walk / Wheelchair	5 -10 minutes	1-2 Trips	Appointments	Drive personal vehicle	1	Longer than 5 years	Veterans	New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
487	1/26/2024 12:43:41	Familiar	No (Skip Section II and Go to Section III)													
488	1/27/2024 12:05:59	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	I take the Treasure Coast Connector to either PSL Walmart on	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	Longer than 5 years	Marty Bus Half Fare (75¢)	Saturday service, Sunday service, Later service
489	1/27/2024 16:02:59	Familiar	No (Skip Section II and Go													
490	1/27/2024 18:26:16	Somewhat familiar	No (Skip Section II and Go to Section III)													
491	1/27/2024 19:23:51	Somewhat familiar	No (Skip Section II and Go to Section III)													
492	1/27/2024 20:05:31	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Bicycle	5 -10 minutes	5 or more trips	I do not have a valid driver's license	Ride with someone	2	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service
493	1/27/2024 20:46:56	Somewhat familiar	No (Skip Section II and Go													
494	1/27/2024 21:33:19	Somewhat familiar	No (Skip Section II and Go to Section III)													
495	1/28/2024 6:52:42	Somewhat familiar	No (Skip Section II and Go to Section III)													
496	1/28/2024 7:15:54	Somewhat familiar	No (Skip Section II and Go to Section III)													
497	1/28/2024 7:56:24	Somewhat familiar	No (Skip Section II and Go to Section III)													
498	1/28/2024 8:23:27	Familiar	No (Skip Section II and Go to Section III)													
499	1/28/2024 14:33:46	Somewhat familiar	No (Skip Section II and Go													
500	1/28/2024 14:55:41	Somewhat familiar	No (Skip Section II and Go													
501	1/28/2024 16:38:29	Somewhat familiar	No (Skip Section II and Go to Section III)													
502	1/28/2024 17:31:57	Somewhat familiar	No (Skip Section II and Go to Section III)													
503	1/29/2024 23:50:17	Familiar	No (Skip Section II and Go													
504	1/30/2024 7:08:59	Unfamiliar	No (Skip Section II and Go													
505	1/30/2024 19:43:27	Familiar	No (Skip Section II and Go to Section III)													
506	1/30/2024 22:03:05	Familiar	No (Skip Section II and Go to Section III)													
507	1/31/2024 12:09:17	Familiar	No (Skip Section II and Go to Section III)													
508	1/31/2024 14:59:21	Somewhat familiar	No (Skip Section II and Go to Section III)													
509	1/31/2024 15:15:26	Somewhat familiar	No (Skip Section II and Go													
510	1/31/2024 15:26:32	Somewhat familiar	No (Skip Section II and Go to Section III)													
511	1/31/2024 15:27:19	Very familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	Yes	Shopping/Errands	Drive & park	5 -10 minutes	1-2 Trips	Just to check out the system	Drive personal vehicle	2	Longer than 5 years	Marty Bus Full Fare ($1.50)	Saturday service, New routes/services. Where?, More benches, shelters, bike racks at bus stops. Where?
512	1/31/2024 15:32:20	Familiar	No (Skip Section II and Go to Section III)													
513	1/31/2024 15:33:03	Somewhat familiar	No (Skip Section II and Go to Section III)													
514	1/31/2024 15:37:21	Familiar	No (Skip Section II and Go to Section III)													
515	1/31/2024 15:38:33	Somewhat familiar	No (Skip Section II and Go to Section III)													
516	1/31/2024 15:51:58	Unfamiliar	No (Skip Section II and Go to Section III)													
517	1/31/2024 15:56:11	Very familiar	No (Skip Section II and Go													

Row	Q	R	S	T	U	V	W	X	Y	Z
1	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?
456						Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go	North of Hobe Sound (Poinciana Gradens) to Palm Beach Airport and back early in AM and late at night, direct route without more than 1 transfer with a reasonable total commute time. Right now there are 3-4 transfers with excessive walking and close to a 4 hour trip, only available during mid day week hours, which makes it impossible with luggage and	Later service, New routes/service, Express service	North of Hobe Sound to Palm Beach Airport and back	Very likely
457						Faster to travel by car, Does not go where I want to go	N/a	Operate at a profit		Very Unlikely
458						Faster to travel by car, Infrequency of service, Does not go where I want to go	Port Salerno, Old Palm City	New routes/service, Express service	Port Salerno, Old Palm City	Likely
459		7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
460						Faster to travel by car	no thanks	Saturday service, Sunday service, New routes/service	the gym or beach	Likely
461						Does not go where I want to go,	Yes	New routes/service	Canopy creek	Likely
462						Faster to travel by car,	Na	Express service		Somewhat likely
463						Faster to travel by car	Local shops	New routes/service	To local shops	Somewhat likely
464						Faster to travel by car	I do n0tneed the service	Better connections to other counties		Very likely
465						Never got around to it	Palm beach mall	Saturday service, Express service, Better connections to other counties	Palm beach count | palm beach gardens mall	Very likely
466						Faster to travel by car	Palm city to future train station hopefully.that way I would np Ot need parking	New routes/service	Possible train station	Likely
467						Inconvenient, Does not come to palm city	Palm city	Have service from palm city	Palm city	Somewhat likely
468						Faster to travel by car	Not sure	Saturday service		Likely
469						Does not go where I want to go	Palm city	New routes/service		Very likely
470						Faster to travel by car		More amenities (e.g., benches, shelters, bike racks at bus stops)		Very likely
471						Does not go where I want to go	Malls and restaurants	More frequent service on existing routes	Spread news more	Likely
472						Does not go where I want to go	Service downtown in the evenings	Later service		Somewhat likely
473						Faster to travel by car, I work down south	They do a great job	Later service, Better connections to other counties	West Palm, Ft Pierce	Somewhat likely
474						Faster to travel by car	Service to the beach	No vehicle		Likely
475						Faster to travel by car	Jensen beach	Later service, Express service, Better sidewalk connections to bus stops		Very likely
476						Faster to travel by car, Does not go where I want to go	Palm city	More frequent service on existing routes, Saturday service, Earlier service		Somewhat likely
477						Faster to travel by car,	Port Saint lucie	More frequent service on existing routes		Very likely
478						Faster to travel by car	Kanner hwy , 55 and older community	If I'm no longer driving	Kanner hwy	Very likely
479						Faster to travel by car	Kanner hwy , 55 and older community	If I'm no longer driving	Kanner hwy	Very likely
480						Have own transportation, would be convenient for older relatives	Palm City	New routes/service	Palm City	Likely
481						Bus stop is not accessible,	Palm city	More frequent service on existing routes, New routes/service, Better connections to other counties		Likely
482						Faster to travel by car, Does not go where I want to go, Bus stop is not accessible	Palm City on Martin Downs and a beach loop	Later service, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Martin Downs and on Martin Highway	Very likely
483						Faster to travel by car	Palm city	Sunday service, Later service, New routes/service	Palm city	Somewhat likely
484						Faster to travel by car	Palm city	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely
485						Na	..	More frequent service on existing routes, Saturday service, Sunday service		Somewhat likely
486	714 Palm city	9	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
487						Faster to travel by car	Beaches	More amenities (e.g., benches, shelters, bike racks at bus stops)		Likely
488		10	Website bus schedule	No	Electronic bus stop announcements on buses					
489						Faster to travel by car	No	No		Very Unlikely
490						Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Does not go where I want to go	Everywhere	More frequent service on existing routes, Saturday service, New routes/service	Everywhere in Martin county should be able to get around	Likely
491						Faster to travel by car	To Ft Lauderdale	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Unlikely
492		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
493						Does not go where I want to go	IRP	New routes/service	IRP	Somewhat likely
494						Bus stop is not accessible	Shopping centers	More frequent service on existing routes, Saturday service, New routes/service		Likely
495						Infrequency of service	Palm City	More frequent service on existing routes, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Likely
496						Inconvenient, Faster to travel by car	To pBI	New routes/service, Express service, Better connections to other counties		Very Unlikely
497						Have not familiarized myself with it...use car...	Not sure	New routes/service	Port St. LUCIE...WEST Palm	Somewhat likely
498						Faster to travel by car	Not sure if it goes to any of the beaches???	More amenities (e.g., benches, shelters, bike racks at bus stops)		Unlikely
499						Faster to travel by car, Does not go where I want to go	Palm City	New routes/service	Palm City	Somewhat likely
500						Faster to travel by car, Does not go where I want to go	Jensen Beach Blvd.	Later service	Downtown Jensen	Very likely
501						Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go, Bus stop is not accessible	Sugar Sands Community at Cross Rip and Old Dixie. Retired community	New routes/service, Weekend Service	Sugar Sands Community, Cross Rip and Old Dixie, Hobe Sound	Somewhat likely
502						I have a car	This service is Not needed	No one rides because it is not needed		Very Unlikely
503						Faster to travel by car, Bus stop is not accessible	Port salerno, Rocky Point	New routes/service	Port Salerno	Unlikely
504						Don't know about it	Jensen Beach	New routes/service	Jensen Beach	Somewhat likely
505						Inconvenient, Faster to travel by car, Does not go where I want to go	Specified access by rider	Express service	Specified by rider	Very Unlikely
506						Inconvenient, Faster to travel by car,	No expansion necessary	None of the above		Very Unlikely
507						Faster to travel by car	Golden gate community	More frequent service on existing routes, New routes/service, Better sidewalk connections to bus stops	Could buses go into communities instead of just running on US1 (such as Golden Gate)	Likely
508						Faster to travel by car	Hobe sound	More amenities (e.g., benches, shelters, bike racks at bus stops)	Library	Somewhat likely
509						Faster to travel by car	Walmart, Us1 power Salerno	Better connections to other counties	Na	Somewhat likely
510						Able to get around conveniently currently	Appropriate designations determined by the survey	More frequent service on existing routes, Saturday service, Better connections to other counties	West Palm Beach	Very likely
511	Going of the US1 route. More neighborhoods pickup.	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
512						Faster to travel by car, Bus stop is not accessible	Walmart Us1 and salerno	Saturday service, Earlier service, New routes/service	Lantana ave	Somewhat likely
513						Infrequency of service, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Service needs to be extended; much more accessible, time adjusted, ,	More frequent service on existing routes, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Hove Sound. A1A route Drop off at Nursing Home. Hospital. Rehab	Very likely
514						Drive instead	Weekends	Better connections to other counties, More bike rack space	Palm beach	Likely
515						Faster to travel by car	banner lake	Saturday service, Sunday service, New routes/service	Banner lake	Very likely
516						Faster to travel by car	West palm beach	More frequent service on existing routes, Saturday service, Sunday service	West palm beach downtown	Somewhat likely
517						Faster to travel by car, Bus stop is not accessible	Palm City	Saturday service, New routes/service	Old Palm City	Likely

Row	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM
1	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ___________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
456	Personal vehicle	More than $3.00	Yes	It will relieve congestion	Airport service transit express options are a necessity.	33455	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
457	Personal vehicle	More than $3.00	No	It will have no effect	Zero cost to tax payers	34997	Year Round	45 - 64 years	$100,000 to $199,999	retired	White or Caucasian	No	Yes
458	Personal vehicle	$1.51 - $2.00	No	It will have no effect	Smaller buses are needed for better efficiency	34997	Year Round	35 – 44 years	$75,000 to $99,999	employed	Two or more races	No	No
459						34997	Year Round	45 - 64 years	$25,000 to $49,999	unemployed	White or Caucasian	No	No
460	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	n/a	34997	Year Round	18 – 24 years	Under $15,000	a student	Two or more races	Yes	No
461	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Na	34990	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
462	Personal vehicle	Free	Yes	It may provide some relief	Na	34990	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
463	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	On demand service and to local shops for older olds would be great	34990	Year Round	35 – 44 years		unemployed	White or Caucasian	No	No
464	Personal vehicle	$1.01 - $1.50	No	It will relieve congestion	No	3r990	Year Round	65 years and over	$100,000 to $199,999	employed	White or Caucasian	No	No
465	Bicycle	$2.01 - $3.00	Yes	It will relieve congestion	Better bike racks-more capacity	34957	6 months to 1 year	45 - 64 years	$25,000 to $49,999			No	No
466	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Retired so I would not use service except for previous Us statement	34990	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
467	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Palm city has an elderly and a family city. Many of the older people would ride Marty if it was available and went places they want to go	34990	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
468	Personal vehicle	$0.51 - $1.00	Yes	It may create additional congestion	No	33458	Year Round	25 – 34 years	$75,000 to $99,999	unemployed	White or Caucasian	No	No
469	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	None	34987	6 months to 1 year	35 – 44 years	$50,000 to $74,999	employed	Two or more races	No	No
470	Personal vehicle	$0.51 - $1.00	No	It may provide some relief		34990	Year Round	25 – 34 years	$100,000 to $199,999	Mom	White or Caucasian	No	No
471	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Spread the news more	34997	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
472	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Advertise more	34994	Year Round	65 years and over		retired	White or Caucasian	No	No
473	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	They do a great job	34990	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
474	Personal vehicle	Less than $0.50	No	It may provide some relief	None	34957	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
475	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	None	34957	Year Round	25 – 34 years	$50,000 to $74,999	a student	White or Caucasian	No	No
476	Personal vehicle	Free	Yes	It will relieve congestion	Na	34990	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
477	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	More buses	34953	Less than 6 months	18 – 24 years	$25,000 to $49,999	employed	Black/African American	Yes	No
478	Personal vehicle	Free	Yes	It will relieve congestion	No	34994	Year Round	65 years and over			White or Caucasian	No	No
479	Personal vehicle	Free	Yes	It will relieve congestion	No	34994	Year Round	65 years and over			White or Caucasian	No	No
480	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Thank you for all the work you do for and presence in the community!	34990	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	
481	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	No	34990	Year Round	65 years and over					
482	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	It must have shelter!	34990	Year Round	45 - 64 years	$200,000 or more	retired	White or Caucasian	No	No
483	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Na	34990							
484	Personal vehicle	Free	Yes	It will relieve congestion	Na	34990							
485	Personal vehicle	Free	Yes	It will relieve congestion	Na	34990	Year Round	65 years and over		retired	White or Caucasian	No	No
486						34990	Year Round	65 years and over	$25,000 to $49,999	retired		Yes	Yes
487	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None	34996	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
488						34952	Less than 6 months	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
489	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	Smaller buses	34957	Year Round	45 - 64 years	$50,000 to $74,999	retired		No	No
490	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	If your going to do this then do it right	34996	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
491	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	None	34990	Year Round						
492						34997	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
493	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	See above	34996	Year Round	45 - 64 years	$100,000 to $199,999		White or Caucasian	No	No
494	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Xxx	34997	Year Round	45 - 64 years	$75,000 to $99,999	retired	White or Caucasian	No	No
495	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	community outreach	34990	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
496	Personal vehicle	$1.01 - $1.50	Yes	It will have no effect	No other comments	34997	Year Round						No
497	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	I see the busses frequently, but am not familiar with service. Maybe sending mailings or FB ads about what is available	34994	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
498	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	No comments	24997	Year Round	45 - 64 years	$25,000 to $49,999	retired	White or Caucasian	No	No
499	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	.	34996	Year Round	35 – 44 years	$25,000 to $49,999	employed	White or Caucasian	No	Yes
500	Personal vehicle	More than $3.00	Yes	It may provide some relief	It would be nice to go out for dinner and drinks and not drive	34957	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
501	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Is there a small bus that elders can schedule for a pick up at their home?	33455	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
502	Personal vehicle	Free	No	It may create additional congestion	Unneeded service and a waste of tax money	34996	Year Round						
503	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Beneficial for people without cars, or lower income	34997	Year Round	45 - 64 years	$25,000 to $49,999	retired	White or Caucasian	No	No
504	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Bus service to PBI	34957	Year Round	65 years and over	Under $15,000	Singlr	White or Caucasian	No	No
505	Personal vehicle	More than $3.00	Yes	It will have no effect	Replace existing model with uber/rideshare model for passengers in a more personalized model as is being done by the United Way rideshare program	34990	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian		No
506	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	Us1 as a bus route is unsafe. We do not have pull over areas for pick up or drop off at designated bus stops. The Marty is a waste of tax payer money. Would possibly be cheaper for the county to partner with Uber or lyft rather than keep Marty	34994	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
507	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Marty services are so important for those who cannot drive due to disability or not having a vehicle.	34996	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
508	Personal vehicle	$0.51 - $1.00	No	It will have no effect	No	33455	Year Round	18 – 24 years	$15,000 to $24,999	a student	American Indian or Alaska Native	Yes	No
509	Daughter	$1.01 - $1.50	Yes	It will have no effect	It would be convenient for older ppl that can no longer drive	33075	Year Round	65 years and over	$200,000 or more	retired	Black/African American	No	Yes
510	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Strongly agree with more transportation options. Add shelters	33475	Year Round	65 years and over	$50,000 to $74,999	retired	Black/African American	No	No
511						33455	Year Round	65 years and over	$50,000 to $74,999	retired	Black/African American	No	No
512	Personal vehicle	Free	Yes	It may provide some relief	If the stop were closer to the elders home they would be more likely to take marty bus.	33455	Year Round	65 years and over	$15,000 to $24,999	retired	Black/African American	No	Yes
513	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Please provide guideline and rules as to riding .	33455	Year Round	65 years and over	$25,000 to $49,999	retired	Black/African American		No
514	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	No	33455	Year Round			employed			
515	Personal vehicle	More than $3.00	Yes	It will relieve congestion	Na	33455	Year Round	65 years and over	Under $15,000	employed	Black/African American	No	Yes
516	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Some workers need more times and better routes	33455	Year Round						
517	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	Old Palm City location	34990	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No

1	A: Timestamp	B: Are you familiar or have you heard about Martin County's public transportation system, known	C: Have you ever used Martin's County transit fixed route bus system (Marty)?	D: What route(s) do you use? (SELECT ALL THAT APPLY)	E: Do you use the City of Stuart's Tram?	F: Have you found it easy to understand Marty's routes and schedules?	G: What is the reason you use Marty? (SELECT ALL THAT APPLY)	H: How do you get to the bus stop?	I: How long does it take you to get to the bus stop?	J: Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	K: What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	L: If the bus was not available, what other mode of transportation would you use?	M: How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	N: How long have you been using the Marty bus service?	O: What is your usual bus fare? (Please select ONE)	P: What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
518	1/31/2024 15:58:01	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Attend school or college	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Ride with someone	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Other
519	1/31/2024 16:04:07	Familiar	No (Skip Section II and Go to Section III)													
520	1/31/2024 16:04:18	Somewhat familiar	No (Skip Section II and Go to Section III)													
521	1/31/2024 16:12:27	Somewhat familiar	No (Skip Section II and Go to Section III)													
522	1/31/2024 16:13:36	Very familiar	No (Skip Section II and Go													
523	1/31/2024 16:16:26	Familiar	No (Skip Section II and Go to Section III)													
524	1/31/2024 16:17:04	Very familiar	No (Skip Section II and Go to Section III)													
525	1/31/2024 16:21:23	Somewhat familiar	No (Skip Section II and Go to Section III)													
526	1/31/2024 16:25:12	Very familiar	No (Skip Section II and Go to Section III)													
527	1/31/2024 16:31:26	Very familiar	No (Skip Section II and Go to Section III)													
528	1/31/2024 16:37:48	Somewhat familiar	No (Skip Section II and Go													
529	1/31/2024 16:46:33	Somewhat familiar	No (Skip Section II and Go													
530	1/31/2024 16:51:37	Very unfamiliar	No (Skip Section II and Go to Section III)													
531	1/31/2024 17:01:15	Familiar	No (Skip Section II and Go													
532	1/31/2024 17:06:19	Very familiar	No (Skip Section II and Go to Section III)													
533	1/31/2024 17:07:47	Unfamiliar	No (Skip Section II and Go													
534	1/31/2024 17:10:17	Familiar	No (Skip Section II and Go													
535	1/31/2024 17:12:42	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments, Attend	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is more convenient	Taxi / Uber / Lyft	1	Less than 6 months	Marty Bus Half Fare (75¢)	Other
536	1/31/2024 17:15:00	Somewhat familiar	No (Skip Section II and Go													
537	1/31/2024 17:15:40	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Connect to/from work	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I have a car	Taxi / Uber / Lyft	3 or more	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes
538	1/31/2024 17:18:32	Familiar	Yes (Go to Section II)	Route 2 (Indiantown)	No	Yes	Attend medical appointments	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Wouldn't make the trip	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Other
539	1/31/2024 17:26:06	Unfamiliar	No (Skip Section II and Go													
540	1/31/2024 17:29:21	Familiar	No (Skip Section II and Go													
541	1/31/2024 17:38:46	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Attend medical appointments	Get dropped off	5 -10 minutes	3-4 Trips	The bus fits my budget better	Ride with someone	2	3 to 5 years	20-Ride Pass ($20.00)	Earlier service
542	2/1/2024 11:06:01	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	I use Marty to visit friends and family in Stuart	I take the PSL Connector	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	3 to 5 years	Marty Bus Half Fare (75¢)	Saturday service, Sunday service, Later service
543	2/1/2024 11:50:15	Familiar	No (Skip Section II and Go to Section III)													
544	2/1/2024 17:02:59	Familiar	No (Skip Section II and Go to Section III)													
545	2/1/2024 19:24:04	Familiar	No (Skip Section II and Go to Section III)													
546	2/2/2024 8:47:07	Very familiar	No (Skip Section II and Go to Section III)													
547	2/2/2024 15:32:48	Familiar	No (Skip Section II and Go to Section III)													
548	2/4/2024 14:40:19	Familiar	No (Skip Section II and Go to Section III)													
549	2/5/2024 15:49:05	Somewhat familiar	No (Skip Section II and Go to Section III)													
550	2/6/2024 16:19:55	Familiar	No (Skip Section II and Go to Section III)													
551	2/6/2024 17:02:29	Familiar	No (Skip Section II and Go to Section III)													
552	2/6/2024 18:14:46	Very familiar	No (Skip Section II and Go to Section III)													
553	2/6/2024 18:42:59	Familiar	No (Skip Section II and Go to Section III)													
554	2/7/2024 8:30:52	Familiar	No (Skip Section II and Go to Section III)													
555	2/7/2024 9:17:16	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Get dropped off	5 -10 minutes	1-2 Trips	The bus is more convenient	Taxi / Uber / Lyft	2	3 to 5 years	Marty Bus Full Fare ($1.50)	Better reliability of service on existing routes
556	2/7/2024 9:35:24	Somewhat familiar	No (Skip Section II and Go to Section III)													
557	2/7/2024 12:46:51	Familiar	No (Skip Section II and Go to Section III)													
558	2/7/2024 12:49:22	Familiar	No (Skip Section II and Go to Section III)													
559	2/7/2024 15:26:05	Familiar	No (Skip Section II and Go to Section III)													
560	2/7/2024 20:56:51	Familiar	No (Skip Section II and Go													
561	2/8/2024 8:18:02	Familiar	No (Skip Section II and Go to Section III)													
562	2/9/2024 13:17:27	Somewhat familiar	No (Skip Section II and Go													
563	2/9/2024 13:18:39	Very familiar	No (Skip Section II and Go													
564	2/9/2024 13:18:48	Familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Drive personal vehicle	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service
565	2/9/2024 13:21:47	Familiar	No (Skip Section II and Go													
566	2/9/2024 13:23:20	Familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Connect to/from work,	Get dropped off	More than 10 minutes	1-2 Trips	The bus is more convenient	Drive personal vehicle	2	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, New routes/services. Where?
567	2/9/2024 13:23:58	Very familiar	No (Skip Section II and Go													
568	2/9/2024 13:25:22	Somewhat familiar	No (Skip Section II and Go to Section III)													
569	2/9/2024 13:29:07	Very familiar	No (Skip Section II and Go													
570	2/9/2024 13:33:00	Familiar	No (Skip Section II and Go													
571	2/9/2024 13:33:01	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	No	No	Connect to/from work, Pleasure/Recreational purposes/access to	Ride with someone who parks	More than 10 minutes	1-2 Trips	The bus is safer/less stressful	Wouldn't make the trip	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes
572	2/9/2024 13:33:22	Very familiar	No (Skip Section II and Go													
573	2/9/2024 13:35:23	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	No	Got mad at wife	Walk / Wheelchair	5 -10 minutes	1-2 Trips	Do not want to walk home	Walk or bike	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service
574	2/9/2024 13:38:07	Familiar	No (Skip Section II and Go													
575	2/9/2024 13:47:25	Very familiar	No (Skip Section II and Go to Section III)													
576	2/9/2024 13:47:50	Very unfamiliar	No (Skip Section II and Go to Section III)													
577	2/9/2024 13:49:48	Very familiar	No (Skip Section II and Go to Section III)													
578	2/9/2024 14:09:38	Familiar	No (Skip Section II and Go to Section III)													
579	2/9/2024 15:29:29	Very familiar	No (Skip Section II and Go													
580	2/9/2024 15:35:00	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Bicycle	5 -10 minutes	1-2 Trips	I prefer to use public transit when convenient to reduce my individual	Drive personal vehicle	1	1 to 3 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, New routes/services. Where?
581	2/9/2024 15:48:53	Unfamiliar	No (Skip Section II and Go to Section III)													

1	Q: If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	R: Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	S: How do you usually get information on bus service? (Please select only ONE)	T: Do you own a Smartphone? (Please select only ONE)	U: What TECHNOLOGY IMPROVEMENTS would make Marty better?	V: Why don't you use Marty? (SELECT ALL THAT APPLY)	W: Where would you like to see service provided?	X: What would encourage you to use Marty? (PLEASE SELECT THREE)	Y: If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Z: Would you support additional local funding for the transit enhancements you selected in the previous question?
518		9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
519						Inconvenient, Faster to travel by car, Feels unsafe, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Pettway street in front of Pettway Park Sidewalk bench located there…perfect stop	Saturday service, New routes/service, Make stops available to the needs of the residents such as to and from jobs, doctor appointments, stores	Pettway Street in front of Pettway Park sidewalk bench perfect stop	Likely
520						Have personal vehicle	My son uses the ymca	Sunday service, New routes/service, Express service	Treasure coast ymca	Likely
521						Faster to travel by car	No	Saturday service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Somewhat likely
522						Faster to travel by car, Feels unsafe	Hobe sound	Saturday service, Sunday service		Very Unlikely
523						Bus stop is not accessible	Sea branch blvd	New routes/service	Sea branch blvd	Very likely
524						Faster to travel by car	NA	More frequent service on existing routes		Very likely
525						Faster to travel by car	N/A	New routes/service, Better connections to other counties, Better sidewalk connections to bus stops	N/A	Likely
526						Faster to travel by car	Downtown Stuart	Saturday service, Sunday service, New routes/service	Downtown Stuart	Likely
527						Inconvenient,	Hobe sound	More frequent service on existing routes		Very likely
528						Faster to travel by car	Gomez	Saturday service, Sunday service	Na	Somewhat likely
529								Sunday service, Later service		Somewhat likely
530						Infrequency of service,	Martin county	More frequent service on existing routes	Banner lake	Very likely
531						Bus stop is not accessible	Lantana ave close the bridge rd	Saturday service	Na	Likely
532						Faster to travel by car	Palm beach	More frequent service on existing routes, Earlier service, New routes/service	Banner lake palm beach	Very likely
533						Faster to travel by car	No	Saturday service	No	Somewhat likely
534						Faster to travel by car	Tri rail	Saturday service, Sunday service	Na	Likely
535		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
536						Faster to travel by car	Stuart	Saturday service, Earlier service	Na	Likely
537	H0be soound	5	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
538		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications					
539						Faster to travel by car	Hope sound	Saturday service	Na	Likely
540						Faster to travel by car	Hobe sound	Saturday service, Sunday service	Na	Likely
541		10	Bus signs/shelters	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
542		10	Website bus schedule	No	Electronic bus stop announcements on buses					
543						Faster to travel by car	Hobe Sound	New routes/service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Hobe Sound Elementary School, Banner Lake, Cleveland Clinic,	Very likely
544						Faster to travel by car	I don't have a suggestion	None	I don't know	Unlikely
545						Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	In some big city. Not in Martin County.	Saturday service, Sunday service, Better connections to other counties	It does not belong in this county. It wastes too much taxpayer dollars	Very Unlikely
546						Does not go where I want to go, Bus stop is not accessible	Pettway Street Hobe Sound, I'm unable to walk very far.	More amenities (e.g., benches, shelters, bike racks at bus stops)	Pettway Street	Likely
547						Infrequency of service, Does not go where I want to go	More frequent stops , closer to neighborhoods	More frequent service on existing routes, New routes/service, Express service		Very likely
548						Dealing with some health issues	When better i will use it to go to library & Stuart Walmart	Better connections to other counties, Better sidewalk connections to bus stops, Wish it was safer crossing US 1, as a pedestrian!!	Transfer hub in Palm Beach county	Somewhat likely
549						Faster to travel by car, Hours of operation, Infrequency of service	Palm City	Later service, More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Somewhat likely
550						Faster to travel by car,	Anywhere it would actually be utilized during hours of operation.	More frequent service on existing routes, Saturday service, Express service	Beach, schools, grocery stores, mall, Walmarts, parks	Very Unlikely
551						dont know where it stops - is there a map -- is it advertised ?	along SE Ocean Blvd with more readily information -- when I came to Stuart some bus picked up in the complex - then it was gone	better infomation -- do the routes link up to each other -- where does it go now	where does it go now besides WalMart - that is the only place I see it	Likely
552						Faster to travel by car	No opinion	More amenities (e.g., benches, shelters, bike racks at bus stops)		Very likely
553						Faster to travel by car, Does not go where I want to go, Bus stop is not accessible	Go to the beach and area parks and to events downtown and the fair	More frequent service on existing routes, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Unlikely
554						No bus stop on Kanner outside my development	If the indiantown bus would stop outside my development on the way into Stuart, I would be using it	Need a stop close to me		Likely
555		8	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
556						Faster to travel by car	Not familiar enough with present dcho	Saturday service, Better sidewalk connections to bus stops	??	Unlikely
557						Faster to travel by car	Main use areas. Downtown Stuart. Hospital area. Library etc	Stupid name. Provide scooters in place of bus. Give access cards		Somewhat likely
558						Have own transportation	Not familiar with schedule	More frequent service on existing routes, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very likely
559						Inconvenient, Does not go where I want to go,	Stops along A1A would be helpful	New routes/service, Better connections to other counties	Stop at Tri Rail in West Palm Beach… it already goes to palm beach gardens mall	Likely
560						Passengers are trashy	Cancel Marty	Nothing	We don't need this service please get rid of it	Very Unlikely
561						Faster to travel by car	Palm City	Saturday service, Sunday service, New routes/service	Palm City	Somewhat likely
562						Don't live in martin county	Some of St Lucie county	Earlier service, New routes/service	St Lucie county	Somewhat likely
563						Faster to travel by car	More in Jensen	Saturday service, Sunday service		Very likely
564		2	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
565						Own car	Good as is	Iwont		Very Unlikely
566	To other cities	10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses					
567						Personal car	Jensen	Not sure		Somewhat likely
568						Faster to travel by car, Hours of operation, Bus stop is not accessible	The mall and beach	More frequent service on existing routes, Earlier service		Unlikely
569						Does not go where I want to go	More routes	Sunday service, Express service	Indiantown	Very likely
570						Faster to travel by car	More trips to VA	Better connections to other counties		Somewhat likely
571		9	My ride/ Marty mobile app	Yes, but I have no data plan	Wi-fi on buses					
572						Faster to travel by car	None	None		Very Unlikely
573	Jensen Beach	6	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
574						Faster to travel by car	Museum	Later service		Somewhat likely
575						Faster to travel by car, Hours of operation, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Jensen beach	More frequent service on existing routes, Saturday service, Later service	Jensen beach	Likely
576						No	No	More frequent service on existing routes,	Maybe	Very Unlikely
577						Faster to travel by car	Monterey trailer park	New routes/service, Better sidewalk connections to bus stops	Monterey trailer park	Likely
578						Faster to travel by car	n/a	Saturday service, Sunday service, Later service	HS	Somewhat likely
579						Inconvenient, Does not go where I want to go	Kanner Highway - South River Village	New routes/service	South River Village on Kanner Highway. Senior Community with over 500 condos	Somewhat likely
580	Routes to Downtown Jensen Beach, Jensen Beach, Stuart Beach.	7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops					
581						Faster to travel by car	Treasure Coast Mall	More frequent service on existing routes, Express service, Better connections to other counties	West Palm Beach	Likely

1	AA: What is your primary mode of transportation?	AB: What is a reasonable one-way fare?	AC: Is traffic congestion an issue in Martin County?	AD: Do you think riding Public Transit relieves traffic congestion?	AE: Please add any other comments or suggestions on Marty services.	AF: What is the Zip Code of your primary residence?	AG: How many months out of the year do you reside in Martin County?	AH: Your age range is (Optional)	AI: Range of your total household income for 2022? (Optional)	AJ: Are you ______? (Optional)	AK: What is your race? (Optional)	AL: Are you Hispanic, Latino, or Spanish Origin? (Optional)	AM: Do you have a disability? (Optional)
518						34997	Year Round	25 – 34 years	$50,000 to $74,999	employed		Yes	No
519	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	I want to know how many people ride the bus on route 4. The Marty bus passes my home daily with only the bus driver.What a waste when there are so many needs rides for the beneficial of daily their lively hood	33455	Year Round	65 years and over		retired	Black/African American	No	No
520	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None	33455	Year Round	35 – 44 years		unemployed		No	Yes
521	Personal vehicle	Free	Yes	It may provide some relief	None	33455	Year Round	35 – 44 years	Under $15,000	unemployed	White or Caucasian	No	No
522	Personal vehicle	Less than $0.50	Yes	It will have no effect	None	34994	Year Round						
523	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	It Is worth spending public funds The bus mat cause congestion in some areas. Increase shoulder area	33455	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
524	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	NA	33455	Year Round	18 – 24 years	$25,000 to $49,999	a student	Black/African American	No	No
525	Personal vehicle	Free	Yes	It may provide some relief	N/A	33455	Year Round	18 – 24 years	$25,000 to $49,999	a student	Black/African American	No	No
526	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	N/A	34997	Year Round	18 – 24 years	$25,000 to $49,999	employed	Black/African American	No	No
527	Bus/Marty	Free	No	It will relieve congestion	Na	33455	Year Round	25 – 34 years	Under $15,000	employed	Black/African American	No	No
528	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Helpful overall	33455	Year Round	25 – 34 years		employed	Black/African American	No	No
529	Micro Transit (e.g., Stuart Tram)	$1.01 - $1.50	No	It will have no effect		3.00E+05	Year Round	17 year or under	Under $15,000	a student	Black/African American	Yes	No
530	Personal vehicle	Free	Yes	It may provide some relief	Please give free fare	33455	Year Round	25 – 34 years	$15,000 to $24,999	employed	Black/African American	No	No
531	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	We can save money using the buses.	33455	Year Round	18 – 24 years	Under $15,000	employed		Yes	No
532	Personal vehicle	$1.51 - $2.00	Yes	It will relieve congestion	Na	34994	Year Round	25 – 34 years	Under $15,000	unemployed	Black/African American	No	No
533	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	No	33455	Year Round	45 - 64 years	Under $15,000	employed	American Indian or Alaska Native	Yes	No
534	Personal vehicle	Free	Yes	It may provide some relief	A lot of ppl depend on the marty	33455	Year Round	35 – 44 years	$25,000 to $49,999	employed	Black/African American	No	No
535						34997	Year Round	25 – 34 years	Under $15,000	unemployed	White or Caucasian	No	Yes
536	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Necessary for those who need it. Old, poor	33455	Year Round	25 – 34 years	Under $15,000	employed	Black/African American	No	No
537						34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	Black/African American	No	No
538						33455	Year Round	25 – 34 years	Under $15,000	employed	White or Caucasian	Yes	No
539	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Public transit is great.	33455	Year Round	65 years and over	$100,000 to $199,999	employed	Black/African American	No	No
540	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	Na	33455	Year Round	25 – 34 years	$25,000 to $49,999	employed	Black/African American	No	No
541						33455	Year Round	35 – 44 years	$15,000 to $24,999	employed		Yes	No
542						34952	Less than 6 months	65 years and over	$15,000 to $24,999	retired	White or Caucasian	No	No
543	Personal vehicle	Less than $0.50	No	It will relieve congestion	Spanish information available	33455	Year Round	45 - 64 years	$25,000 to $49,999	employed		Yes	No
544	Personal vehicle	$2.01 - $3.00	No	It will have no effect	Please relocate the bus stops. They are too close to the intersections. It causes congestion.	33455	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian	No	No
545	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	It should be eliminated asap.	33455	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	Yes
546	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Please add the rubber on the speed bumps on Pettway to slow the traffic down.	33455	Year Round	65 years and over		retired		No	Yes
547	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	More accessible, especially communities like indiantown . More stops	34990	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
548	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Folks in Florida love their cars won't be willing to give them up.	33455	Year Round	65 years and over		retired	White or Caucasian	No	
549	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	N/a	34990	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	No
550	Personal vehicle	$0.51 - $1.00	Yes	It may create additional congestion	I see the Marty bus in the evenings on US1 and Dixie Hwy. It is almost always empty. Seems like a waste of money and resources. Consider business hours only or limiting evening routes. OR smaller transports that operate on demand, like a public version of Uber. You could have an app and everything. You'd be public transportation heroes!	33455	Year Round	45 - 64 years		employed			No
551	I walk locally when I can -- use a car other times	$0.51 - $1.00	Yes	It may provide some relief	more info disseminated to the public - a schedule, a route map - the fees	34996	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
552	Personal vehicle	Free	Yes	It may provide some relief	Why not have smaller buses as use is minimal at least on the circular route that goes to Kiwanis Park? Maybe 4-5 people on the big bus. Wouldn't a small bus be more efficient?	34994	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian	No	No
553	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	More stops and small vans if not many riding	34995	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
554	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None	34997	Year Round	65 years and over		employed	White or Caucasian	No	No
555						33455	Year Round	45 - 64 years	$100,000 to $199,999	employed		No	No
556	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Not sure	34996	Year Round	65 years and over		retired			Yes
557	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	One change name. Two drop buses. Think outside the box. Maybe three whell scooters available thru out the county. Use a card. Access scooter	34957	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
558	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	I don't need Marty. But I am willing to pay taxes to fund it for others who need it. Please.	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
559	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Helpful service for those that need it !	34997	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
560	Personal vehicle	More than $3.00	Yes	It will make congestion worse	This service promotes trashy people in our area	34997	Year Round	35 – 44 years	$50,000 to $74,999	employed	American Indian or Alaska Native	No	Yes
561	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Beach route	34994	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	No
562	Personal vehicle	Free	Yes	It may provide some relief	More info	34983	Less than 6 months	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
563	Personal vehicle	Free	Yes	It will relieve congestion	I don't know	34983	Less than 6 months	18 – 24 years	$50,000 to $74,999	employed	White or Caucasian	Yes	No
564						34957	Year Round	35 – 44 years	$25,000 to $49,999	employed	White or Caucasian	No	No
565	Personal vehicle	More than $3.00	Yes	It will have no effect	Marty is good	34984	Less than 6 months	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
566						34984	Less than 6 months	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	Yes	No
567	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	None	34957	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
568	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	The bus looks nice	34957	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
569	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Hope to see more rights	34956	6 months to 1 year	35 – 44 years	$25,000 to $49,999	employed	White or Caucasian	No	No
570	Personal vehicle	Free	Yes	It may provide some relief	None	34953	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	Yes
571						34990	Year Round	18 – 24 years	Under $15,000	employed	White or Caucasian	No	No
572	Personal vehicle	More than $3.00	Yes	It will make congestion worse	Tax dollars should be used for better things	34997	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
573						34994	Less than 6 months	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
574	Personal vehicle	$0.51 - $1.00	Yes	It may create additional congestion	None	34983	Less than 6 months	25 – 34 years	$50,000 to $74,999	employed		No	No
575	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Keep up the good work	34957	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
576	Personal vehicle	Free	Yes	It will make congestion worse	No	34990	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
577	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	N/A	34956	Year Round	25 – 34 years	$50,000 to $74,999	employed	Hispanic	Yes	No
578	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	n/a	33455	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	
579	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	Kanner Highway is a raceway!	34997	Year Round	65 years and over	$50,000 to $74,999	employed	White or Caucasian	No	No
580						34994	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
581	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	I should educate myself on the available services	34996	6 months to 1 year	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No

1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ____? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
582	2/9/2024 21:06:17	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	I think service should be diminished, buses always look empty or very near it	I think it's a waste of taxpayer money.		Very Unlikely	Personal vehicle	More than $3.00	No	It may create additional congestion	I think it should be re-evaluated for its usefulness. Further, it's my guess Marty's riders won't be filling out this survey	34996	6 months to 1 year	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
583	2/10/2024 9:27:10	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Feels unsafe, Bus stop is not accessible	Heritage Ridge/US1 to downtown Stuart & treasure coast mall	More frequent service on existing routes, Better connections to other counties	Heritage Ridge/US 1	Unlikely	Personal vehicle	Free	No	It will have no effect	Smaller buses, better routes	33455	Year Round	65 years and over		retired			No
584	2/10/2024 13:40:39	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Drive & park	5 -10 minutes	1-2 Trips	When car is unavailable	Walk or bike	2	1 to 3 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34996	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
585	2/10/2024 15:23:29	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	North river shores	Saturday service		Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Bridge service (roosevelt)	34994	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
586	2/10/2024 15:40:11	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	N/A	Saturday service	Don't know	Very Unlikely	Personal vehicle	Free	Yes	It may provide some relief	N/A	Indiantown	Year Round	45 - 64 years	$25,000 to $49,999	employed	White or Caucasian	No	No
587	2/10/2024 15:53:08	Somewhat familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	Na	New routes/service		Likely	Personal vehicle	Less than $0.50	Yes	It will relieve congestion	Na	34990	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
588	2/10/2024 16:09:06	Somewhat familiar	No (Skip Section II and Go to Section III)																			Bus stop is not accessible	Bike	Saturday service, New routes/service, Oriented toward the Hispanic community	Bike	Likely	Personal vehicle	$2.01 - $3.00	No	It will relieve congestion	None	33458	Year Round	45 - 64 years	$200,000 or more	employed	Two or more races	Yes	No
589	2/10/2024 16:26:32	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient	out west	Earlier service, Later service, Express service	okeechobee	Somewhat likely	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	like to reduce my carbon fingerprint but i gind routes not convenient	34972	Less than 6 months	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
590	2/10/2024 16:29:44	Very unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Yes	More frequent service on existing routes	Okeechobee	Very likely	Personal vehicle	Free	No	It will relieve congestion	I would refer a friend for this	33403	Less than 6 months	45 - 64 years	Under $15,000	retired	White or Caucasian	No	Yes
591	2/10/2024 17:13:46	Somewhat familiar	No (Skip Section II and Go to Section III)																			Have not needed to	Not sure	The need		Very likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Never rode it before	34994	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
592	2/10/2024 17:15:37	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Na	Saturday service, Sunday service		Likely	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	Na	34994	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
593	2/10/2024 17:18:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend school or college	Bicycle	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Walk or bike	2	Longer than 5 years	Free Fare ($0)	More frequent service on existing routes, Saturday service, Later service		8	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34994	6 months to 1 year	17 year or under	$25,000 to $49,999	a student	White or Caucasian	No	No
594	2/10/2024 17:36:56	Very familiar	No (Skip Section II and Go to Section III)																			I don't need at this time but feel it's vital to provide public transportation	Not sure	Better connections to other counties	Palm beach county	Likely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	No comment	34997	Year Round	65 years and over		employed	White or Caucasian	No	No
595	2/11/2024 13:23:20	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Bar to bar	Saturday service, Sunday service, Later service		Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	App based	34994	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
596	2/11/2024 13:43:12	Unfamiliar	No (Skip Section II and Go to Section III)																			Don't know where the stops are	Palm city	Better sidewalk connections to bus stops	Pickups in Palm City	Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	More awareness of the service. I don't think many people are aware of the services. Billboards while people are sitting in traffic would be effective	34990	Year Round	45 - 64 years					
597	2/11/2024 14:26:50	Somewhat familiar	No (Skip Section II and Go to Section III)																			Personal vehicle	Palm city	New routes/service	Palm city	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Get a stop in Palm. City	34990	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
598	2/11/2024 14:28:25	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	Yes	Shopping/Errands	Bicycle	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	1	1 to 3 years	Marty Bus Half Fare (75¢)	New routes/services. Where?	Palm city	9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											34990	Year Round	35 – 44 years	$25,000 to $49,999	retired	White or Caucasian	No	Yes
599	2/11/2024 14:42:51	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	No	Yes	Attend medical appointments, Shopping/Errands	Walk / Wheelchair	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	1 to 3 years	1-Day Pass ($3.00)	More frequent service on existing routes, Better reliability of service on existing routes, New routes/services. Where?	Cleveland Clinic on Kanner Hwy from Stuart Manor	6	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34994	Year Round	65 years and over	Under $15,000	unemployed	White or Caucasian	Yes	Yes
600	2/11/2024 15:00:20	Very familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	Yes	Connect to/from work	Drive & park	5 -10 minutes	3-4 Trips	The bus fits my budget better	Drive personal vehicle	2	1 to 3 years	Commuter Express - 1 Full Fare ($2.00)	More frequent service on existing routes, Earlier service, Express Service. Where?	Idk	10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses											33455	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	Yes	No
601	2/11/2024 15:43:42	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Drive & park	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	2	6 months to 1 year	1-Day Pass ($3.00)	More frequent service on existing routes	palm city route	8	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses											34990	Less than 6 months	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
602	2/11/2024 15:58:29	Unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Does not go where I want to go	Palm city	New routes/service, Better connections to other counties	Palm city	Unlikely	Personal vehicle	$1.01 - $1.50	No	It may provide some relief	None	34990	Year Round	45 - 64 years	$200,000 or more	employed	White or Caucasian	No	No
603	2/11/2024 17:29:31	Very familiar	No (Skip Section II and Go to Section III)																			Does not go where I want to go	More in Port St. Lucie	Later service	-	Unlikely	Personal vehicle	$0.51 - $1.00	No	It will have no effect	None	34957	Year Round	25 – 34 years	$25,000 to $49,999	employed	White or Caucasian	No	No
604	2/11/2024 17:29:37	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Walk / Wheelchair	More than 10 minutes	1-2 Trips	The bus is safer/less stressful	Drive personal vehicle	1	Longer than 5 years	1-Day Pass ($3.00)	Saturday service, Later service, Better connections to other counties. Where?		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34994	Less than 6 months	18 – 24 years	$25,000 to $49,999	employed	White or Caucasian	No	No
605	2/11/2024 18:00:27	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment	Bicycle	5 -10 minutes	1-2 Trips	The bus is safer/less stressful	Ride with someone	1	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service	N/a	10	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops											34994	Less than 6 months	45 - 64 years	$15,000 to $24,999	unemployed	Black/African American	No	No
606	2/11/2024 18:08:50	Somewhat familiar	No (Skip Section II and Go to Section III)																			Hours of operation	More around	Earlier service, Later service, Better connections to other counties		Likely	Carpool	$0.51 - $1.00	Yes	It may provide some relief	Dont know yet	34994	Year Round	45 - 64 years	Under $15,000	unemployed	Black/African American	No	Yes
607	2/11/2024 18:36:31	Familiar	No (Skip Section II and Go to Section III)																			Hours of operation	Small street	Saturday service, Sunday service, Later service		Likely	Taxi/for-hire car	$1.01 - $1.50	No	It will relieve congestion	N/a	34998	6 months to 1 year	35 – 44 years	$50,000 to $74,999	employed	Black/African American	No	No
608	2/11/2024 18:49:27	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation	Later hours	Saturday service, Sunday service, Later service		Very likely	Personal vehicle	Free	Yes	It may provide some relief	Na	34994	Year Round	35 – 44 years	Under $15,000	employed	White or Caucasian	No	No
609	2/11/2024 19:02:24	Somewhat familiar	No (Skip Section II and Go to Section III)																			Hours of operation	More stops from hobe sound	More frequent service on existing routes	Hobe sound	Likely	Rideshare (i.e., Uber, Lyft or similar)	$0.51 - $1.00	Yes	It may provide some relief	More stops	33455	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
610	2/14/2024 8:34:41	Unfamiliar	No (Skip Section II and Go to Section III)																			Faster to travel by car	hobe sound	what is express service?		Very Unlikely	Personal vehicle	$1.01 - $1.50	Yes	It will have no effect	none	34990	Year Round	65 years and over	$100,000 to $199,999	employed	White or Caucasian	No	No
611	2/14/2024 10:18:47	Very familiar	No (Skip Section II and Go to Section III)																			Outside county	Connectivity to TriRail and PBI Airport	Better connections to other counties		Somewhat likely	Personal vehicle	$1.51 - $2.00	No	It may provide some relief	Express buses to other counties	33309	Less than 6 months	35 – 44 years	$100,000 to $199,999	employed	Asian	No	No
612	2/15/2024 10:07:14	Somewhat familiar	No (Skip Section II and Go to Section III)																			don't like driver's wearing ugly stupid masks, sign of a evil world	bridge rd us1 hobe sound to flee market on us1 in stuart	Express service, Better sidewalk connections to bus stops		Unlikely	Personal vehicle	More than $3.00	Yes	It may provide some relief	don't like the drivers wearing masks!	33455	Year Round						
613	2/15/2024 10:13:20	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	No where else.	Nothing.		Very Unlikely	Personal vehicle	Free	Yes	It will make congestion worse	Marty is not a service that makes sense. The drop off locations and infrequent stops force one to ride it and then find an alternative way to get to their destination.	34957	Year Round	45 - 64 years					
614	2/15/2024 11:04:50	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Jensen to stuart	New routes/service, Better connections to other counties, Better sidewalk connections to bus stops		Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Ok	34957	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
615	2/15/2024 11:13:54	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Shopping/Errands,	Get dropped off	5 -10 minutes	1-2 Trips	I am unable to drive	Ride with someone	None	1 to 3 years	Both $1.50 and $2	Saturday service, New routes/services. Where?	Hutchinson Island and Palm City	6	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications											34957	6 months to 1 year	18 – 24 years	Under $15,000	employed	White or Caucasian	No	
616	2/15/2024 11:20:00	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Infrequency of service, Does not go where I want to go, Development is horrible in martin county. All huge single family developments that are disconnected. Considering this, and the fact that the bus basically only runs north to south on us1, there are very few times when the bus would make sense for me to ride.	Service running west to east. For instance, from downtown stuart to downtown jensen. This will become especially important as more apartments are constructed and if we receive the brightline station. A beach connection would also be a huge plus, allowing people to easily get off the train and visit the beach, however with the historical political climate in martin county I don't see that happening.	Saturday service, Later service, New routes/service		Very likely	Personal vehicle	$1.01 - $1.50	Yes	It will relieve congestion	A bus system will not be successful unless it is accompanied by proper development.	34957	Less than 6 months	18 – 24 years	$50,000 to $74,999	a student	White or Caucasian	Yes	No
617	2/15/2024 13:01:40	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	I do not desire to see expanded service	New routes/service, Express service,	No service that I'm taxed for	Very Unlikely	Personal vehicle	Free	Yes	It will have no effect	The demographics and geography of Martin County will never support sustainable public transportation on a scale that would alleviate the traffic. Retired people are not going to utilize it, they add significantly to traffic concerns, (volume, accidents, elevated insurance). I do not see public transportation as a viable solution to that problem in this area	34957	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
618	2/15/2024 15:04:38	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	From treasure coast mall to downtown Stuart	Saturday service		Somewhat likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	No comments	34957	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
619	2/18/2024 7:40:01	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Where it is needed after surveying public opinion	New routes/service, Express service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Low income areas, Downtown Stuart, MLK We need to establish who rides and when and where it is needed	Very likely	Personal vehicle	Free	Yes	It will have no effect	Maybe smaller vans, survey needs and locations, Special services for needy, vets, etc. find out who needs this and from and to where. There may be alternatives that are cheaper and help the ones who really need the service..	34994	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	Yes
620	2/18/2024 7:56:52	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Hobe sound	More amenities (e.g., benches, shelters, bike racks at bus stops)		Very Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It will make congestion worse	Discontinue a failed business model.	34997	Year Round	45 - 64 years	$200,000 or more	retired	White or Caucasian	No	No
621	2/18/2024 8:00:51	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go	Where there is currently none or very little	New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Banner Lake	Very Unlikely	Carpool	$2.01 - $3.00	Yes	It may provide some relief	Does the ridership warrant a public transit system	34997	Year Round	65 years and over		retired	Two or more races	No	No
622	2/18/2024 8:03:13	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Does not go where I want to go	Jensen or nowhere	Saturday service, Later service, Express service		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Don't waste more money - find a way to fund shuttles to top locations	34957	Year Round	45 - 64 years					
623	2/18/2024 8:04:25	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	No where. Watching empty buses everyday is foolish way to spend tax money	Provide Uber service to needy and discontinue Marty		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will make congestion worse	Biggest waste of money in Martin Vounty	34994	Year Round	35 – 44 years					
624	2/18/2024 8:07:55	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	no where	nothing	no where	Very Unlikely	Personal vehicle	Free	Yes	It will make congestion worse	I'm surprised there's not car crashes at traffic lights when Marty stops to pickup NO ONE	33455	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
625	2/18/2024 8:10:53	Unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Feels unsafe	I wouldn't. Cancel the service to help lower property taxes.	I'd take an Uber		Very Unlikely	Personal vehicle	More than $3.00	Yes	It may create additional congestion	I can drive my own car exactly where I want and go hundreds of miles for $40 a week in gas. Public transit is a huge county expense, that very few actually want, in an already over taxed county. Eliminate the program and cut our property taxes.	34990	Year Round	25 – 34 years	$100,000 to $199,999	employed	White or Caucasian	No	No
626	2/18/2024 8:22:24	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Reduce system to a much smaller on-call service for needy or disabled.	Nothing would encourage me.		Very Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	Martin County population density will never be high enough to support a municipal bus service. So focus instead on the few riders you have and look for a cheaper and better alternative to help them with local travel. A bus system is not the answer	34994	Year Round	45 - 64 years		retired			
627	2/18/2024 8:52:42	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	I don't want additional service.	Nothing		Very Unlikely	Personal vehicle	More than $3.00	No	It will have no effect	Marty service is not cost effective.	33469	Year Round	65 years and over	$15,000 to $24,999	retired			No
628	2/18/2024 9:01:10	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient	Call a Bus	New routes/service	Call a Bus	Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Marty is a failure as it exists today. Low ridership, high cost per ride, low demand. I drove part time for MC VA for several years. There was very low ridership there as well. A Call-A-Bus concept makes far more sense for our community at this point in time	34997	Year Round	65 years and over		retired			
629	2/18/2024 9:06:44	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	All beaches, grocery stores, museums, other attractions,	More frequent service on existing routes		Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Needs to be consistently on time and reliable	34994	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
630	2/18/2024 9:26:18	Familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Bus stop is not accessible	This bus service does not seems to be helpful to Martin County Residents.	More frequent service on existing routes, New routes/service	Medical, Shopping, Beach, Downtown, Mall	Very Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will relieve congestion	Public Transportation should relieve traffic congestion however it has not worked in Martin County because the majority of our residents are not "bus riders."	34990	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	Yes	No
631	2/18/2024 9:28:48	Very familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	system is useless	Later service, New routes/service, Express service		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will make congestion worse	useless	34997	Year Round	45 - 64 years	$100,000 to $199,999				
632	2/18/2024 9:45:48	Very familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car, Does not go where I want to go, no way to take big dogs to the vet	nowhere. the market is speaking. we dont need public transit.	nothing		Very Unlikely	my car or a ride from a friend	$1.01 - $1.50	No	It will have no effect	whenever i see a marty bus, it is empty or has only one passenger. marty has never attracted enough riders to break even. no public transit system in the US is profitable. it would be far more convenient and efficient to subsidize uber rides	34996	Year Round						
633	2/18/2024 9:58:40	Somewhat familiar	No (Skip Section II and Go to Section III)																			Inconvenient, Hours of operation, Infrequency of service, Does not go where I want to go	service should be available throughout day and stop at centrally located convenient shopping areas so citizens can take them rather than use their personal vehicles. The buses should also be available until 6 or 7PM so they can provide back and forth services. Parking is getting worse so electric buses should be the alternative. connections should also not be charged separately!	More frequent service on existing routes, Saturday service, Sunday service	Data should be used, however, intersections such at the Treasure Coast Mall, Britt Rd & US 1; downtown stuart; US 1 & Monterray, JBJS, MCHS, Sr. Citizens centers & rehab centers, VA facilities, County Courthouse etc..	Very Unlikely	Personal vehicle	Free	Yes	It may provide some relief	This is something that has been done before successfully, we should be able to figure it out without passing the cost along. If it's designed properly and marketed, ridership should follow.	34994	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
634	2/18/2024 10:04:06	Familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	I wouldn't - too costly to taxpayers	New routes/service, Express service,	N/A- I just clicked those because survey made you click 3 to proceed . End service it is too costly and not enough users	Very Unlikely	Personal vehicle	$2.01 - $3.00	No	It may create additional congestion	There are not enough people that use the bus to justify cost	34957	Year Round	45 - 64 years	$75,000 to $99,999	unemployed	White or Caucasian		No
635	2/18/2024 10:09:09	Unfamiliar	No (Skip Section II and Go to Section III)																			Inconvenient, Faster to travel by car	No	Nothing		Very Unlikely	Personal vehicle	More than $3.00	No	It may create additional congestion	Not necessary	34996	Year Round	45 - 64 years					
636	2/18/2024 10:22:52	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car	Into the business district of Stuart	New routes/service	US #1 north to Stuart business district also to Kanner/Indian Cleveland Clinic for Drs and lab work. Is this possible?	Very likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	Very much needed. I live in a 55 + community, good reliable transit would be great especially if numerous transfers were not an issue	34994	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	No
637	2/18/2024 10:40:47	Somewhat familiar	No (Skip Section II and Go to Section III)																			Faster to travel by car, Bus stop is not accessible	Palm City	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	Palm City to IRSC	Very Unlikely	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	Not in favor of expanding Marty	34990	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian	No	No

Row	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?
638	2/18/2024 11:30:17	Somewhat familiar	No (Skip Section II and Go to Section III)																		
639	2/18/2024 12:16:49	Somewhat familiar	No (Skip Section II and Go to Section III)																		
640	2/18/2024 12:37:33	Very familiar	No (Skip Section II and Go to Section III)																		
641	2/18/2024 12:45:05	Familiar	No (Skip Section II and Go to Section III)																		
642	2/18/2024 13:52:55	Very familiar	No (Skip Section II and Go to Section III)																		
643	2/18/2024 13:57:46	Familiar	No (Skip Section II and Go to Section III)																		
644	2/18/2024 14:00:14	Familiar	No (Skip Section II and Go to Section III)																		
645	2/18/2024 14:28:29	Familiar	No (Skip Section II and Go to Section III)																		
646	2/18/2024 15:09:36	Familiar	No (Skip Section II and Go																		
647	2/18/2024 16:26:49	Familiar	No (Skip Section II and Go to Section III)																		
648	2/18/2024 16:47:06	Familiar	No (Skip Section II and Go to Section III)																		
649	2/18/2024 19:07:58	Very familiar	No (Skip Section II and Go to Section III)																		
650	2/18/2024 20:37:43	Familiar	No (Skip Section II and Go to Section III)																		
651	2/19/2024 8:52:17	Familiar	No (Skip Section II and Go to Section III)																		
652	2/19/2024 9:00:56	Familiar	No (Skip Section II and Go to Section III)																		
653	2/19/2024 10:20:20	Somewhat familiar	No (Skip Section II and Go																		
654	2/19/2024 10:25:56	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair	5 -10 minutes	1-2 Trips	The bus fits my budget better	Drive personal vehicle	1	1 to 3 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Saturday service, Sunday service		9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
655	2/19/2024 10:38:15	Very familiar	No (Skip Section II and Go to Section III)																		
656	2/19/2024 11:33:25	Very familiar	No (Skip Section II and Go to Section III)																		
657	2/19/2024 14:49:49	Familiar	No (Skip Section II and Go to Section III)																		
658	2/19/2024 15:04:23	Somewhat familiar	No (Skip Section II and Go to Section III)																		
659	2/19/2024 17:55:52	Somewhat familiar	No (Skip Section II and Go																		
660	2/22/2024 13:04:32	Familiar	No (Skip Section II and Go to Section III)																		
661	2/22/2024 14:07:14	Somewhat familiar	No (Skip Section II and Go to Section III)																		
662	2/22/2024 14:30:58	Familiar	No (Skip Section II and Go to Section III)																		
663	2/22/2024 14:45:27	Familiar	No (Skip Section II and Go to Section III)																		
664	2/22/2024 19:47:54	Somewhat familiar	No (Skip Section II and Go to Section III)																		
665	2/23/2024 7:56:14	Familiar	No (Skip Section II and Go to Section III)																		
666	2/23/2024 9:27:03	Very familiar	No (Skip Section II and Go																		
667	2/23/2024 10:39:51	Familiar	No (Skip Section II and Go to Section III)																		
668	2/23/2024 11:02:14	Familiar	No (Skip Section II and Go to Section III)																		
669	2/23/2024 11:11:53	Familiar	No (Skip Section II and Go to Section III)																		
670	2/23/2024 12:24:51	Unfamiliar	No (Skip Section II and Go to Section III)																		
671	2/23/2024 12:41:03	Very familiar	No (Skip Section II and Go to Section III)																		
672	2/23/2024 14:20:35	Familiar	No (Skip Section II and Go to Section III)																		
673	2/23/2024 17:32:49	Somewhat familiar	No (Skip Section II and Go to Section III)																		
674	2/24/2024 12:46:52	Unfamiliar	No (Skip Section II and Go																		
675	2/26/2024 8:20:11	Familiar	No (Skip Section II and Go to Section III)																		
676	2/26/2024 11:36:01	Somewhat familiar	Yes (Go to Section II)	Route 3 (Stuart)	Yes	No	Shopping/Errands	Walk / Wheelchair	5 -10 minutes	3-4 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	Less than 6 months	Marty Bus Full Fare ($1.50)	New routes/services. Where?	Along Jefferson and Evergreen	6	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
677	2/26/2024 12:30:22	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical	Bicycle	5 -10 minutes	3-4 Trips	The bus fits my budget better	Walk or bike	None	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service		8	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
678	2/26/2024 12:37:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work, Attend school or college	Get dropped off	5 -10 minutes	5 or more trips	The bus is more convenient	Ride with someone	3 or more	6 months to 1 year	Marty Bus Full Fare ($1.50)	More frequent service on existing routes, Later service, Other		9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
679	2/26/2024 12:49:36	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	No	Connect to/from work	Drive & park	More than 10 minutes	5 or more trips	The bus fits my budget better	Taxi / Uber / Lyft	1	6 months to 1 year	Marty Bus Full Fare ($1.50)	Better connections to other counties. Where?	Us 1	9	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
680	2/26/2024 12:50:24	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Shopping/Errands,	Ride with someone who parks	More than 10 minutes	1-2 Trips	The bus is safer/less stressful	Ride with someone	3 or more	Longer than 5 years	Free Fare ($0)	Saturday service, Other		10	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications
681	2/26/2024 13:27:07	Somewhat familiar	No (Skip Section II and Go to Section III)																		
682	2/26/2024 16:48:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	No	Yes	Connect to/from work, Attend medical appointments, Shopping/Errands	Bicycle	5 -10 minutes	3-4 Trips	I do not have access to a car/vehicle	Walk or bike	1	Less than 6 months	1-Day Pass ($3.00)	More frequent service on existing routes, Saturday service, Sunday service		9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
683	2/26/2024 16:53:24	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Bicycle	5 -10 minutes	5 or more trips	The bus fits my budget better	Walk or bike	1	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service	Na	10	Internet Search (i.e., Google, bing, or similar)	No	Wi-fi on buses
684	2/26/2024 17:08:21	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend school or college	Walk / Wheelchair	More than 10 minutes	3-4 Trips	I do not have access to a car/vehicle	Wouldn't make the trip	2	3 to 5 years	Marty Bus Full Fare ($1.50)	Saturday service		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Thank you
685	2/26/2024 17:23:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Attend medical appointments	Bicycle	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Thanks

Row	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
638	Inconvenient, Faster to travel by car, Hours of operation, Does not go where I want to go, Bus stop is not accessible	throughout the ENTIRE county if it was to work properly	New routes/service, Better connections to other counties, I would NEVER use it; just no need for me	again, I would not use it. Those who cannot afford a car might possibly use it if it goes to Indiantown, western palm city, Port St Lucie	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	on basis of info I've seen, the current system is not financially sustainable	34990	6 months to 1 year	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
639	Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Eliminate service	Nothing		Very Unlikely	Personal vehicle	More than $3.00	Yes	It may create additional congestion	Too expensive to continue with no benefit	34997	Year Round	45 - 64 years	$50,000 to $74,999				
640	Faster to travel by car	Major malls, government buildings- tax collector etc	More amenities (e.g., benches, shelters, bike racks at bus stops)	Major stops or poverty areas	Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	It needs to be fiscally responsible n self sufficient	34996	Year Round	65 years and over	$100,000 to $199,999	Self employed	Two or more races	No	No
641	Inconvenient, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.), I am disabled and Community Coach serves me better	Palm Beach County	Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Federal Highway and Petteway Road	Very Unlikely	Community Coach	$1.51 - $2.00	No	It may provide some relief	Needs extensive integration with adjacent counties	33455	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	Yes
642	Inconvenient, Hours of operation, Infrequency of service, Does not go where I want to go	The southern portion of the county lacks access to buses. The buses that run south of Cove Road do not stop anywhere between Cove Rd and Bridge Rd. Service should be made available to all the residents the live in that area. Bus stops are too far apart. The bus should stop at least every 1/10 of a mile a designated places when people are waiting. Stopping at every stop need not be mandatory for the bus driver if people do not need to embark or disembark from the bus.	More frequent service on existing routes, Later service, Better connections to other counties	Many more stops along Federal Highway. One continuous route from the northern Federal Highway terminus to the southern terminus. For example. The Walmart in Port St. Lucie to the Palm Beach Gardens mall.	Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	Fare structure should be based on length of ride, not fixed price.	34994	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
643	Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	no where	dont need		Very Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	not needed	34996	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
644	Faster to travel by car, Bus stop is not accessible	No where	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Very Unlikely	Personal vehicle	$1.01 - $1.50	No	It will have no effect	The area is not amenable to public transportation....Marty is a huge money loser.	34997	Year Round	65 years and over				No	No
645	Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible	Gómez area of Hobe sound	Later service, New routes/service, More amenities (e.g., benches, shelters, bike racks at bus stops)	Bus shelters at all stops plus pull out lanes for buses	Very Unlikely	Personal vehicle	$1.51 - $2.00	Yes	It will make congestion worse	What we have doesn't work. Total revamp required. Think outside the box	33455	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian	No	No
646	Faster to travel by car	Eliminate all except veterans transport	Nothing		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will have no effect	I'm tired of seeing empty buses	34997	Year Round	65 years and over	$50,000 to $74,999	Self employed			
647	Inconvenient, Hours of operation, Does not go where I want to go, Bus stop is not accessible	an on demand uber service would be a fraction of the cost and provide door to door service	Saturday service, Sunday service, New routes/service	Any tourist accommodations such as Hampton, comfort Inn. Gt the hotels to pay for round trip and make it part of their fee...work with these people	Very Unlikely	Personal vehicle	$0.51 - $1.00	No	It may provide some relief	Get you head out and come into the 21 century, add some advertisement to the busses, Look at what is working for other communities	34997	Year Round	65 years and over	$200,000 or more	retired	White or Caucasian	No	Yes
648	Inconvenient, Faster to travel by car, Feels unsafe, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go	someplace where it is needed	Express service	VA in West Palm Beach.	Very Unlikely	Personal vehicle	$2.01 - $3.00	Yes	It may create additional congestion	It has been a failure since day one. Who is pushing and how are they being compensated?	34957	Year Round	45 - 64 years	$15,000 to $24,999	retired		Yes	Yes
649	Inconvenient, Faster to travel by car	change to smaller, less expensive vehicles - the buses have so few riders	I have no need for public transit in Martin County		Very Unlikely	Personal vehicle	$2.01 - $3.00	No	It may provide some relief	The survey is slanted with soliciting responses that imply the participant wants to increase the use of Marty. It is a very expensive system which is not used enough to warrant this type of transportation. Why not use smaller vehicles?	34996	Year Round	45 - 64 years	$75,000 to $99,999	retired			
650	Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go	to and from major shopping and medical facilities	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)		Unlikely	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	If we can't get ridership up to a level where it is reasonable to fund then we should eliminate it	349977	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	Yes	No
651	Inconvenient, Hours of operation, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Not sure	Saturday service, Sunday service, More amenities (e.g., benches, shelters, bike racks at bus stops)	I don't really even know where it stops or how to get the info… is there an app? I think our county need Communication. A mailer to each home. Targeted social media campaign	Somewhat likely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	Need information to be sent to people in the community.	34997	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
652	Faster to travel by car, I am spoiled by the auto lifestyle.	As is with adjustment for residential in-fill.	Marty is not effective for my lifestyle.	n/a	Unlikely	Personal vehicle	Free	Yes	It may provide some relief	Primary urban service areas should have public transportation, paved roads, water, sewer.	34996	Year Round	65 years and over	$75,000 to $99,999	employed	Caucasian. What purpose does this serve?		
653	Faster to travel by car	Nowhere	I wouldn't use this type of transporation		Very Unlikely	Personal vehicle	Free	Yes	It will have no effect	I think the Marty service should be discontinued. Waste of tax payer money.	34957	Year Round	45 - 64 years	$50,000 to $74,999	employed	White or Caucasian	No	No
654											34994	Year Round	45 - 64 years	$50,000 to $74,999	retired	White or Caucasian	No	No
655	Inconvenient, Faster to travel by car, Unreliable, Hours of operation, Infrequency of service, Does not go where I want to go, Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	The beach, Hutchinson Island, downtown Jensen, Manatee pocket	Saturday service, Later service, New routes/service	The beach, Hutchinson Island, downtown Jensen, Manatee pocket	Somewhat likely	Personal vehicle	$1.51 - $2.00	Yes	It will have no effect	It doesn't seem cost effective. How many riders, versus how much we/tax payers pay for each ride. It's certainly not as effective as larger counties in Florida.	34990	Year Round	35 – 44 years	$200,000 or more	employed	White or Caucasian	No	No
656	Faster to travel by car, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Places other than Walmart as the cornerstone	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops		Very Unlikely	Personal vehicle	Free	Yes	It will have no effect	One of these stops are right down the street from me, no one uses this and the limited number of routes only allow for people lucky enough to live along these routes to get service. We should reduce the number of routes and buses as this is a waste of tax payer money	34994	Year Round	35 – 44 years	$200,000 or more	employed			
657	Faster to travel by car	Nowhere - this service is wasting taxpayer dollars and I do not plan to use	New routes/service, Better connections to other counties, WILL NOT USE		Very Unlikely	Personal vehicle	More than $3.00	Yes	It will have no effect	Waste of money - very few people use. What happened to Community Coach?	34997	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
658	Faster to travel by car	Hobe Sound	More frequent service on existing routes, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)		Very Unlikely	Personal vehicle	$2.01 - $3.00	Yes	It will have no effect	***	33455	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
659	Faster to travel by car, I have a car	I don't need public transportation	nothing	I'd prefer specialized elder care ride service to pic up and drop off at Dr apointments	Very Unlikely	Personal vehicle	More than $3.00	No	It will have no effect	How many riders would Marty need to be self sufficient	34995	Year Round	65 years and over					
660	Faster to travel by car	Not interested. This program is a waste of resources. No one ever uses this service	Nothing		Very Unlikely	Personal vehicle	Free	No	It will have no effect	This service needs to be eliminated. It's a waste of tax dollars	34997	Year Round	45 - 64 years	$25,000 to $49,999	employed			
661	I have a vehicle	I don't know as I have a vehicle so I have never had to use the system	I have a vehicle		Very Unlikely	Personal vehicle	Less than $0.50	No	It may create additional congestion	I have a vehicle so using the Marty system is probably not going to happen.	34990	Year Round	45 - 64 years	$200,000 or more	employed		No	No
662	Inconvenient, Faster to travel by car, Does not go where I want to go	I would have to run like a large city transit department to make it feasible for me.	More frequent service on existing routes, Later service, New routes/service	up and down us 1 , stops at major shopping areas and restaurants South Stuart I only see it stop on both sides of us1(does not help if I live near Anderson Middle School) and then walmart	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Unless you run a bus system with frequent stops all over Martin County it will not work. I can count the times I've seen someone on the bus on one hand in that past 4 years	34997	Year Round	45 - 64 years		employed			No
663	i am use to driving on own.	I have no comment since I am unfamiliar with current routes	Later service, Express service, Better connections to other counties		Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	N/A	34952 I work in Palm City	6 months to 1 year	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
664	Inconvenient, Unreliable, Infrequency of service	Not having bus stop to load passengers by blocking the lane of traffic right at an intersection. Give buses pullout! Sheesh	More frequent service on existing routes, Better sidewalk connections to bus stops		Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	As stated above, give buses pullouts for stops instead of stopping just before or just after an intersection	34996	Year Round			retired			No
665	Does not go where I want to go, Bus stop is not accessible,	YCC Stuart to Cleveland Clinic locations and Brightline Stations	New routes/service, Express service, Better connections to other counties	Express service to PBI, Palm Gardens Mall, and Brightline Ststions	Likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Stop building houses that bring more traffic and provide more affordable housing.	39447	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
666	Faster to travel by car, Does not go where I want to go	No opinion	I have an automobile. Far more convenient		Very Unlikely	Personal vehicle	Less than $0.50	Yes	It may provide some relief	I believe we need much smaller vehicles. Maybe vans that seat up to 8 people	34990	Year Round	65 years and over	$100,000 to $199,999	retired	White or Caucasian	No	No
667	For my economic situation it does not offer a usable product	Service is adequate but some adjustment may be needed for the market served	Change in living location.	n/a	Somewhat likely	Personal vehicle	Free	No	It may provide some relief	Primary residential areas should have a public transportation feature. Possibly residents alone in a vehicle should make pick-ups at bus stops	34996	Year Round	65 years and over	$75,000 to $99,999	employed	Why does this matter?	No	No
668	Inconvenient, Faster to travel by car, Does not go where I want to go	Palm City to downtown Stuart. Extend 20x to Brightline in West Palm -- until we get the station!	New routes/service, Express service, Better connections to other counties	Extend 20X to Brighline station in West Palm.	Likely	Personal vehicle	$2.01 - $3.00	Yes	It will relieve congestion	Growth brings cars; a convenient bus is a good alternative.	34990	6 months to 1 year			employed			No
669	Inconvenient, Faster to travel by car, Hours of operation, Infrequency of service, Does not go where I want to go	to the grocery stores, to the beach. It would be great if it came in to our 55+ community for direct to grocery store	Later service, New routes/service, Express service	Express to Grocery stores, beach	Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It may provide some relief	Stops are far apart....have to walk to get to them so may just take my car	34997	6 months to 1 year	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
670	Bus stop is not accessible	Jensen Beach Blvd Winn Dixie	New routes/service, Express service, Better connections to other counties	Jensen beach to HCA Psl Tiffany area doctors. Jensen Beach to Stuart area doctors.	Likely	Family	$2.01 - $3.00	Yes	It may provide some relief	A coveted area at waiting stop	34957	Year Round	65 years and over	$50,000 to $74,999	retired	White or Caucasian	No	
671	Hours of operation, Does not go where I want to go, Bus stop is not accessible	HUTCHINSON ISLAND	Later service, New routes/service	HUTCHINSON ISLAND	Likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	WE NEED TO SOMEHOW ENCOURAGE RESIDENTS TO USE PUBLIC TRANSPORTATION IN THIS AREA. WE ARE NOT "USED TO IT" SINCE WE'RE NOT A LARGE CITY. HOWEVER, I WOULDN'T SUGGEST INCREASING ROUTES/BUSSES/TIMES WITHOUT FURTHER STUDY THAT PEOPLE WOULD ACTUALLY USE!	34996	Year Round	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
672	Inconvenient, Hours of operation, Does not go where I want to go, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Beaches and downtown Stuart, downtown Jensen Beach	Later service, Better connections to other counties, More amenities (e.g., benches, shelters, bike racks at bus stops)	Benches and shade.	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	end	34994	Year Round	35 – 44 years	$75,000 to $99,999	employed	White or Caucasian	No	No
673	Uncomfortable (i.e., lack of shade, shelter, information, etc.)	at sites along US 1 in the county, an express bus from Indiantown to Stuart	More amenities (e.g., benches, shelters, bike racks at bus stops), Better sidewalk connections to bus stops	ALL the bus stops need amenities and route maps and scheduling information	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	If the bus stops were developed with benches, shade, and information poster concerning schedules, more people would be willing to use the system.	34957	Year Round	65 years and over	$75,000 to $99,999	retired	White or Caucasian	No	No
674	Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Port Salerno Civic center	More information i.e. routes, cost etc		Very Unlikely	Personal vehicle	$1.01 - $1.50	Yes	It will have no effect	The accident caused by a Marty bus cost me an hour of lost income	34997	6 months to 1 year	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
675	Faster to travel by car, Hours of operation, Does not go where I want to go	After hours from Downtown Stuart	Later service		Somewhat likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	None	34997	6 months to 1 year	45 - 64 years	$75,000 to $99,999	employed	White or Caucasian	No	No
676											34997	Year Round	45 - 64 years	$15,000 to $24,999	employed	Black/African American	No	Yes
677											34997	Year Round	35 – 44 years	Under $15,000	unemployed	White or Caucasian	No	No
678											34957		18 – 24 years		a student		Yes	No
679											34986		35 – 44 years	$15,000 to $24,999	unemployed	Black/African American	No	No
680											Stuart	6 months to 1 year	18 – 24 years	Under $15,000	a student	Two or more races	Yes	Yes
681	Faster to travel by car, Bus stop is not accessible	Downtown Port Salerno	New routes/service		Likely	Personal vehicle	$2.01 - $3.00	Yes	It may provide some relief	Remote parking for downtown Port Salerno; with Marty for weekend evenings; could make a real difference in the perceived (and real) problem of parking congestion for the restaurants.	34997	Year Round	65 years and over			White or Caucasian	No	No
682											34997	Less than 6 months	18 – 24 years		employed	White or Caucasian	Yes	No
683											34994	Year Round	45 - 64 years	$15,000 to $24,999	employed	Black/African American	No	No
684											34996	Year Round	45 - 64 years	$15,000 to $24,999	retired	Black/African American	No	No
685											34997	Year Round	35 – 44 years	Under $15,000	employed	Hispanic	Yes	No

	A	B	C	D	E	F	G	H
1	Timestamp	Are you familiar or have you heard about Martin County's public transportation system, known	Have you ever used Martin's County transit fixed route bus system (Marty)?	What route(s) do you use? (SELECT ALL THAT APPLY)	Do you use the City of Stuart's Tram?	Have you found it easy to understand Marty's routes and schedules?	What is the reason you use Marty? (SELECT ALL THAT APPLY)	How do you get to the bus stop?
686	2/26/2024 17:28:59	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 3 (Stuart), Route 4 (South Stuart/Hobe Sound)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical	Bicycle
687	2/26/2024 19:26:07	Very unfamiliar	No (Skip Section II and Go to Section III)					
688	2/27/2024 8:25:10	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work	Get dropped off
689	2/27/2024 8:36:17	Familiar	Yes (Go to Section II)	Route 2 (Indiantown)	Yes	No	Connect to/from work	Ride with someone
690	2/27/2024 9:02:32	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Shopping/Errands	Get dropped off
691	2/27/2024 9:23:47	Somewhat familiar	Yes (Go to Section II)	Route 20x (to Palm Beach County)	No	Yes	Connect to/from work	Get dropped off
692	2/27/2024 9:28:03	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands,	Bus connections from st Lucie county
693	2/27/2024 9:29:23	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair
694	2/27/2024 9:33:54	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Walk / Wheelchair
695	2/27/2024 10:00:59	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical	Walk / Wheelchair
696	2/27/2024 13:18:11	Familiar	No (Skip Section II and Go					
697	2/27/2024 14:17:16	Very familiar	No (Skip Section II and Go					
698	2/27/2024 15:16:40	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	No	Yes	Connect to/from work	Bicycle
699	2/27/2024 15:34:26	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work	Get dropped off
700	2/27/2024 15:43:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical	Bicycle
701	2/27/2024 15:48:24	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	Yes	Yes	Connect to/from work	Bicycle
702	2/27/2024 16:14:11	Familiar	Yes (Go to Section II)	Route 4 (South Stuart/Hobe Sound)	No	Yes	Shopping/Errands	Walk / Wheelchair
703	2/27/2024 16:26:10	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work	Walk / Wheelchair
704	2/27/2024 16:34:06	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work	Walk / Wheelchair
705	2/27/2024 16:38:16	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Connect to/from work, Shopping/Errands	Walk / Wheelchair
706	2/27/2024 16:43:53	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Transportation	Walk / Wheelchair
707	2/27/2024 16:46:35	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Connect to/from work, Attend medical appointments	Walk / Wheelchair
708	2/27/2024 16:54:07	Very familiar	Yes (Go to Section II)	Route 3 (Stuart)	No	Yes	Connect to/from work	Ride with someone
709	2/27/2024 16:58:56	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Get dropped off
710	2/27/2024 17:11:58	Familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Attend school or college	Walk / Wheelchair
711	2/27/2024 17:44:51	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work	Walk / Wheelchair
712	2/28/2024 7:43:28	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work	Bicycle
713	2/28/2024 7:48:08	Very familiar	Yes (Go to Section II)	Route 4 (South Stuart/Hobe Sound)	No	Yes	Connect to/from work, Shopping/Errands	Skate
714	2/28/2024 8:30:34	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	No	Pleasure/Recreational purposes/access to Entertainment	Walk / Wheelchair
715	2/28/2024 9:07:34	Very familiar	No (Skip Section II and Go to Section III)					
716	2/28/2024 10:07:42	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend school or college	Get dropped off
717	2/28/2024 10:30:28	Familiar	No (Skip Section II and Go to Section III)					
718	2/28/2024 11:11:41	Very familiar	No (Skip Section II and Go to Section III)					
719	2/28/2024 11:19:41	Somewhat familiar	Yes (Go to Section II)	Route 1 (US-1)	No	No	Shopping/Errands	Walk / Wheelchair
720	2/28/2024 12:06:12	Very familiar	No (Skip Section II and Go to Section III)					
721	2/28/2024 12:09:38	Familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	Yes	Connect to/from work	Bicycle
722	2/28/2024 12:23:01	Familiar	No (Skip Section II and Go to Section III)					
723	2/28/2024 12:41:36	Unfamiliar	Yes (Go to Section II)	Route 2 (Indiantown)	Yes	Yes	Attend medical appointments	Walk / Wheelchair
724	2/28/2024 13:02:06	Very familiar	No (Skip Section II and Go to Section III)					
725	2/28/2024 13:06:02	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	No	Yes	Connect to/from work, Pleasure/Recreational purposes/access to	Walk / Wheelchair
726	2/28/2024 13:40:48	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Attend medical appointments	Bicycle
727	2/28/2024 13:52:29	Familiar	No (Skip Section II and Go to Section III)					
728	2/29/2024 9:35:52	Very familiar	Yes (Go to Section II)	Route 1 (US-1)	Yes	No	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Drive & park
729	2/29/2024 10:06:48	Familiar	No (Skip Section II and Go to Section III)					
730	2/29/2024 17:42:11	Familiar	Yes (Go to Section II)	Route 1 (US-1), Route 2 (Indiantown), Route 4 (South Stuart/Hobe Sound), Route 20x (to Palm Beach County)	No	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair
731	3/1/2024 12:51:53	Familiar	No (Skip Section II and Go to Section III)					
732	3/1/2024 14:53:27	Very familiar	Yes (Go to Section II)	Route 1 (US-1), Route 3 (Stuart)	Yes	Yes	Pleasure/Recreational purposes/access to Entertainment, Shopping/Errands	Walk / Wheelchair
733	3/1/2024 18:08:16	Unfamiliar	No (Skip Section II and Go to Section III)					

	I	J	K	L	M	N	O	P
1	How long does it take you to get to the bus stop?	Typically, how many ONE-WAY bus trips do you make PER WEEK using the bus?	What is the MOST IMPORTANT reason you ride the bus? (Please select only ONE)	If the bus was not available, what other mode of transportation would you use?	How many working vehicles (cars, motorcycles, trucks, vans) are at your home? (Please select only	How long have you been using the Marty bus service?	What is your usual bus fare? (Please select ONE)	What SERVICE IMPROVEMENTS would make Marty better? (Please select THREE)
686	5 -10 minutes	1-2 Trips	The bus fits my budget better	Walk or bike	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service
687								
688	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Drive personal vehicle	2	1 to 3 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes
689	5 -10 minutes	3-4 Trips	The bus fits my budget better	Ride with someone	1	6 months to 1 year	Commuter Express - 1 Full	Later service
690	5 -10 minutes	5 or more trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service
691	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service
692	5 -10 minutes	3-4 Trips	The bus fits my budget better	Drive personal vehicle	None	Longer than 5 years	Seniors over 70…	Saturday service, Later service, New routes/services. Where?
693	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Less than 6 months	1-Day Pass ($3.00)	More frequent service on existing routes, Better reliability of service on existing routes, Other
694	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, Later service
695	More than 10 minutes	3-4 Trips	The bus is safer/less stressful	Walk or bike	None	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes
696								
697								
698	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Wouldn't make the trip	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	More frequent service on existing routes
699	5 -10 minutes	5 or more trips	I am unable to drive	Taxi / Uber / Lyft	None	1 to 3 years	1-Day Pass ($3.00)	Saturday service, Sunday service, Later service
700	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Walk or bike	None	3 to 5 years	Marty Bus Full Fare ($1.50)	Saturday service
701	More than 10 minutes	1-2 Trips	I am unable to drive	Walk or bike	None	1 to 3 years	Commuter Express - 1 Full Fare ($2.00)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
702	5 -10 minutes	1-2 Trips	I am unable to drive	Drive personal vehicle	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	Earlier service
703	More than 10 minutes	5 or more trips	I do not have access to a	Walk or bike	None	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service
704	5 -10 minutes	3-4 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	1	Less than 6 months	20-Ride Pass ($20.00)	Saturday service, Sunday service
705	5 -10 minutes	1-2 Trips	The bus is more convenient	Drive personal vehicle	3 or more	1 to 3 years	Marty Bus Half Fare (75¢)	Other
706	More than 10 minutes	5 or more trips	I do not have a valid driver's license	Walk or bike	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service
707	5 -10 minutes	5 or more trips	The bus is safer/less stressful	Ride with someone	1	1 to 3 years	1-Day Pass ($3.00)	Saturday service
708	5 -10 minutes	5 or more trips	I do not have a valid driver's	Taxi / Uber / Lyft	None	1 to 3 years	Marty Bus Full Fare ($1.50)	Saturday service
709	5 -10 minutes	5 or more trips	The bus is more convenient	Taxi / Uber / Lyft	1	6 months to 1 year	Marty Bus Full Fare ($1.50)	Better reliability of service on existing routes, Better connections to other counties. Where?, More benches, shelters, bike racks at bus stops. Where?
710	More than 10 minutes	1-2 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	None	6 months to 1 year	Marty Bus Full Fare ($1.50)	Saturday service, More benches, shelters, bike racks at bus stops. Where?
711	More than 10 minutes	3-4 Trips	I do not have access to a car/vehicle	Taxi / Uber / Lyft	1	Less than 6 months	Marty Bus Full Fare ($1.50)	Earlier service
712	More than 10 minutes	3-4 Trips	I do not have a valid driver's	Walk or bike	None	Longer than 5 years	Marty Bus Full Fare ($1.50)	Sunday service
713	5 -10 minutes	5 or more trips	The bus is safer/less stressful	Skate	None	3 to 5 years	20-Ride Pass ($20.00)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
714	More than 10 minutes	1-2 Trips	Parking is too expensive/difficult	Drive personal vehicle	1	1 to 3 years	Marty Bus Full Fare ($1.50)	New routes/services. Where?
715								
716	5 -10 minutes	5 or more trips	The bus is more convenient	Drive personal vehicle	3 or more	Less than 6 months	Marty Bus Full Fare ($1.50)	Later service
717								
718								
719	More than 10 minutes	3-4 Trips	I do not have access to a car/vehicle	Walk or bike	None	Less than 6 months	Marty Bus Full Fare ($1.50)	Saturday service, Sunday service, More benches, shelters, bike racks at bus stops. Where?
720								
721	5 -10 minutes	1-2 Trips	I do not have a valid driver's license	Ride with someone	2	Less than 6 months	Marty Bus Full Fare ($1.50)	More frequent service on existing routes
722								
723	More than 10 minutes	1-2 Trips	Apprach	Walk or bike	None	Longer than 5 years	1-Day Pass ($3.00)	Express Service. Where?
724								
725	More than 10 minutes	3-4 Trips	I do not have access to a car/vehicle	Walk or bike	None	1 to 3 years	ADA Paratransit – Full Fare ($3.00)	Saturday service
726	More than 10 minutes	5 or more trips	I do not have access to a car/vehicle	Walk or bike	None	1 to 3 years	Marty Bus Half Fare (75¢)	Saturday service, Sunday service
727								
728	More than 10 minutes	1-2 Trips	less traffic to deal with	Drive personal vehicle	2	1 to 3 years	Commuter Express - 1 Full Fare ($2.00)	More frequent service on existing routes, Saturday service, More benches, shelters, bike racks at bus stops. Where?
729								
730	More than 10 minutes	5 or more trips	The bus fits my budget better	Drive personal vehicle	1	3 to 5 years	Marty Bus Half Fare (75¢)	Saturday service, Sunday service, Later service
731								
732	5 -10 minutes	1-2 Trips	I do not have access to a car/vehicle	Walk or bike	None	Less than 6 months	1-Day Pass ($3.00)	More benches, shelters, bike racks at bus stops. Where?
733								

	Q	R	S	T	U
1	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:	Overall, how satisfied are you with Marty's service? Select a score where 10 is the MOST satisfied and 1 is the LEAST satisfied.	How do you usually get information on bus service? (Please select only ONE)	Do you own a Smartphone? (Please select only ONE)	What TECHNOLOGY IMPROVEMENTS would make Marty better?
686		7	Google maps	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
687					
688		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
689		2	Website bus schedule	Yes, but I have no data plan	Delay / Push notifications
690		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
691		7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Saturday Service
692	Jensen beach blvd mall to beaches with a connection to route 3 i recorded a possible 3 routes that meet at the Sewell pt bridge and come around the Johnson insurance stop for route 3 and swing's around to us1 north to the mall again?	5	Printed bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Small cargo hold for carts suitcases condensed groceries. Sell canvas bags for that with Marty logo for 7.00.
693		8	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications
694		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications
695		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
696					
697					
698		7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
699		9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
700		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
701		10	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Delay / Push notifications
702		10	Bus drivers	No	Delay / Push notifications
703		8	My ride/ Marty mobile app	No	Wi-fi on buses
704		8	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
705		10	Printed bus schedule	No	Delay / Push notifications
706	Beach	2	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
707		10	My ride/ Marty mobile app	No	Real-time schedule information at major bus stops
708		5	My ride/ Marty mobile app	No	Real-time schedule information at major bus stops
709	Palm Beach, Port Saint Lucie, more over head covers at the bus stops	7	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
710		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
711		10	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
712		10	Website bus schedule	No	Real-time schedule information at major bus stops
713		7	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
714	I'd love it if the bus came to Port Salerno.	9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
715					
716		9	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
717					
718					
719		5	Internet Search (i.e., Google, bing, or similar)	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
720					
721		10	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Wi-fi on buses
722					
723		10	Printed bus schedule	Yes, but I have no data plan	Electronic bus stop announcements on buses
724					
725		10	Bus drivers	Yes, but I have no data plan	Wi-fi on buses
726		6	Bus drivers	Yes, it's a smartphone with a data plan/internet connectivity	Real-time schedule information at major bus stops
727					
728	more shelters	8	Friend / relative	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
729					
730		4	My ride/ Marty mobile app	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
731					
732		9	Website bus schedule	Yes, it's a smartphone with a data plan/internet connectivity	Electronic bus stop announcements on buses
733					

	V	W	X	Y
1	Why don't you use Marty? (SELECT ALL THAT APPLY)	Where would you like to see service provided?	What would encourage you to use Marty? (PLEASE SELECT THREE)	If you selected new routes/service, express service, better connections to other counties, or more amenities. Please provide the location(s) you would like to see these services or amenities:
686				
687	just moved here and haven't heard of it	The Retreat, Seabranch, all libraries	More frequent service on existing routes, Earlier service, Express service	
688				
689				
690				
691				
692				
693				
694				
695				
696	Faster to travel by car	PSL	Better connections to other counties	Gatlin Rd PSL
697	Faster to travel by car	To the Brightline station in West Palm Beach	Better connections to other counties	Brightline station or airport in West Palm Beach.
698				
699				
700				
701				
702				
703				
704				
705				
706				
707				
708				
709				
710				
711				
712				
713				
714				
715	Faster to travel by car, Hours of operation	More stops	More frequent service on existing routes, Earlier service, Later service	
716				
717	Inconvenient	Publix Cove Rd	Saturday service, Sunday service, Better connections to other counties	
718	Bus stop is not accessible, Uncomfortable (i.e., lack of shade, shelter, information, etc.)	Port Salerno	Saturday service, Sunday service, Express service	Port Salerno
719				
720	Inconvenient, Faster to travel by car, Does not go where I want to go	Beyond us1. To other counties. To a connecting bus that travels to the airport.	New routes/service, Better connections to other counties	To the event center in Port st lucie. Within walking distance to the botanical gardens. To connecting bus services going north AND south to seamlessly get to the airport
721				
722	Inconvenient, Faster to travel by car, Does not go where I want to go	From ow to moderate income housing neighborhoods to industrial areas. Smaller United with more frequent stops on us1 feeder roads not just up and down us1	I would never use it because I have a car.	Commerce parks in Salerno and Stuart, map road palm city, cra's
723				
724	Hours of operation	Go to beach	Saturday service, Sunday service	Any beach
725				
726				
727	I do use Marty	Hone sound	Saturday service, Later service, New routes/service	Stuart
728				
729	Faster to travel by car	No answer	Nothing, it uses more of my time to wait and ride	
730				
731	Inconvenient, Faster to travel by car, Feels unsafe, Does not go where I want to go, Bus stop is not accessible	Kanner hwy	More frequent service on existing routes, Saturday service	
732				
733	I have no idea what the service is. I would like to know how I arrange pickup, where the pickup would be, How do I get to met desired destination, how do I arrange pick up from that destination when my "business" is completed	From my home to anywhere in Martin County or as a backup anywhere in Stuart.	All of the above questions assume that I as a long time resident of Martin County have the slightest idea what the Marty service encompasses. Please , I would like to understand the service. How can I start from the beginning to determine if it is a good fit for me?	Lockes Landing, Stuart, FL

	Z	AA	AB	AC	AD	AE
1	Would you support additional local funding for the transit enhancements you selected in the previous question?	What is your primary mode of transportation?	What is a reasonable one-way fare?	Is traffic congestion an issue in Martin County?	Do you think riding Public Transit relieves traffic congestion?	Please add any other comments or suggestions on Marty services.
686						
687	Unlikely	shared vehicle	$0.51 - $1.00	Yes	It may provide some relief	unsure of routes or times
688						
689						
690						
691						
692						
693						
694						
695						
696	Unlikely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	Na
697	Likely	Personal vehicle	$1.51 - $2.00	Yes	It may provide some relief	This is a great service for those who need it.
698						
699						
700						
701						
702						
703						
704						
705						
706						
707						
708						
709						
710						
711						
712						
713						
714						
715	Likely	Taxi/for-hire car	$0.51 - $1.00	No	It may provide some relief	More frequent
716						
717	Very likely	Taxi/for-hire car	Free	Yes	It will relieve congestion	If the service was free I WOULD use it more,
718	Very likely	Bus/Marty	$0.51 - $1.00	Yes	It may provide some relief	Good service, pleace ruta port Salerno
719						
720	Somewhat likely	Personal vehicle	$0.51 - $1.00	Yes	It will have no effect	See above.
721						
722	Unlikely	Personal vehicle	$2.01 - $3.00	No	It will have no effect	People who have their own cars will drive themselves regardless of what you provide. Make the transportation system accessible for people who do not have cars and need to go to work, doc apt., human service centers
723						
724	Likely	Bus/Marty	$0.51 - $1.00	No	It may provide some relief	My husband is blind and pays twice a day to get to work and hasn't received his disability check yet and only makes little bit of money he should get a ride for free
725						
726						
727	Likely	Bus/Marty	$1.01 - $1.50	No	It may provide some relief	Saturday service
728						
729	Unlikely	Personal vehicle	Less than $0.50	Yes	It may create additional congestion	No other comments
730						
731	Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	None
732						
733	Likely	Personal vehicle	$1.01 - $1.50	Yes	It may provide some relief	Please enlighten me. I have always thought of Marty of a very extremely senior citizen transit. Very much like a Nursing Home transit service. That hopefully just because your information outreach has never reached me. I am very interested in what you do and what you have available.

	AF	AG	AH	AI	AJ	AK	AL	AM
1	What is the Zip Code of your primary residence?	How many months out of the year do you reside in Martin County?	Your age range is (Optional)	Range of your total household income for 2022? (Optional)	Are you ________? (Optional)	What is your race? (Optional)	Are you Hispanic, Latino, or Spanish Origin? (Optional)	Do you have a disability? (Optional)
686	34997	Year Round	35 – 44 years	$15,000 to $24,999	employed	White or Caucasian	No	No
687	33455	Year Round	45 - 64 years	$50,000 to $74,999	retired	White or Caucasian	No	No
688	3138	6 months to 1 year					Yes	
689	34952A	Year Round	18 – 24 years	Under $15,000	employed	Black/African American	No	No
690	34947	Year Round	18 – 24 years	$15,000 to $24,999	employed	Black/African American	No	No
691	33401	Less than 6 months	45 - 64 years	$15,000 to $24,999	employed	Black/African American	No	No
692	34986	Year Round	65 years and over	Under $15,000	retired	White or Caucasian	No	No
693	34997	Year Round	25 – 34 years	$25,000 to $49,999	unemployed	White or Caucasian	No	No
694	34994	6 months to 1 year	35 – 44 years	$50,000 to $74,999	employed	Black/African American	No	No
695	05496	Less than 6 months	45 - 64 years	$15,000 to $24,999	employed	White or Caucasian	No	Yes
696	34987		65 years and over		employed	White or Caucasian		
697	34997	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
698	34997	Year Round	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
699	34947	Year Round	35 – 44 years	$15,000 to $24,999	employed	Black/African American	No	No
700	34952	Year Round	45 - 64 years	$15,000 to $24,999	employed	Black/African American	No	No
701	34952	6 months to 1 year	18 – 24 years	Under $15,000	employed	White or Caucasian	No	Yes
702	49505	Year Round	65 years and over	Under $15,000	retired	Black/African American	No	No
703	34952	Year Round	45 - 64 years	$15,000 to $24,999	a student	White or Caucasian	No	Yes
704	34997	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
705	34994	6 months to 1 year	65 years and over	$75,000 to $99,999	employed	White or Caucasian	No	No
706	34951	Year Round	35 – 44 years	Under $15,000	unemployed	White or Caucasian	No	Yes
707	34997	Year Round	25 – 34 years	Under $15,000	employed		Yes	No
708	2907 se Delmar	Year Round	25 – 34 years	Under $15,000	a student		Yes	No
709	34983	6 months to 1 year	18 – 24 years	$15,000 to $24,999	employed	Black/African American	No	No
710	34957	Year Round	18 – 24 years	Under $15,000	a student	Asian	No	No
711	34996	Year Round	45 - 64 years	$25,000 to $49,999	employed	Black/African American	No	No
712	33455	Year Round	45 - 64 years	Under $15,000	unemployed	White or Caucasian	No	Yes
713	33455	Year Round	25 – 34 years	$50,000 to $74,999	employed	White or Caucasian	No	No
714	34992	6 months to 1 year	35 – 44 years	$200,000 or more	retired	White or Caucasian	No	No
715	34996	Less than 6 months	45 - 64 years	$25,000 to $49,999	retired	White or Caucasian	No	No
716	34957	Less than 6 months	18 – 24 years		a student		Yes	No
717	34997	Less than 6 months	65 years and over	$25,000 to $49,999	retired	White or Caucasian	No	No
718	34997	Year Round	18 – 24 years	Under $15,000	employed	Latino	Yes	No
719	64110	Less than 6 months	45 - 64 years	$15,000 to $24,999		Black/African American	No	No
720	34957	Year Round	35 – 44 years	$50,000 to $74,999	employed	White or Caucasian	No	No
721	34262	Year Round	25 – 34 years	Under $15,000	employed	American Indian or Alaska Native	Yes	No
722	33455	Year Round	35 – 44 years	$100,000 to $199,999	employed	White or Caucasian	No	No
723	34997	Year Round	45 - 64 years	$50,000 to $74,999	retired	Black/African American	No	No
724	34997	Less than 6 months	35 – 44 years	Under $15,000	unemployed	American Indian or Alaska Native	No	No
725	34957	Year Round	45 - 64 years	Under $15,000	unemployed	White or Caucasian	No	Yes
726	33068	Year Round	45 - 64 years	$15,000 to $24,999	retired	White or Caucasian	No	Yes
727	33455	6 months to 1 year	18 – 24 years	$15,000 to $24,999	employed	Hispanic	Yes	No
728	34957	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	Yes
729	34994	Year Round	45 - 64 years	$100,000 to $199,999	employed	White or Caucasian	No	No
730	34997	Year Round	45 - 64 years	Under $15,000	retired	White or Caucasian	Yes	Yes
731	34994	Year Round	65 years and over	$50,000 to $74,999		White or Caucasian	No	No
732	48118	Less than 6 months	35 – 44 years	$15,000 to $24,999		White or Caucasian	No	No
733	34997	Year Round	65 years and over		retired	White or Caucasian	No	Yes

Appendix C: Plans and Policies Review

The following is a summary of Federal, State, and local plans and policies that were reviewed to ensure consistency with this TDP. The summary includes information about the document reviewed as well as key takeaways that may impact Marty service.

Infrastructure Investment and Jobs Act (IIJA) (2021)

About: Also known as the Bipartisan Infrastructure Law (BIL). This bill provides $108.2 billion for programs administered by the Federal Transit Administration (FTA) over five years (FY 2022–2026).

Key priorities of BIL transportation funding include safety, equity, climate resiliency, and economic competitiveness. New requirements include developing carbon reduction strategies that support efforts to reduce greenhouse gas (GHG) emissions; identifying projects and strategies to reduce transportation emissions; supporting the achievement of targets for the reduction of transportation emissions; and quantifying the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management Program to orient transportation investment decision-making around national transportation goals. Through this program, State Departments of Transportation (DOTs), MPOs, and transit agencies are responsible for setting targets for 28 performance measures, including four measures relating to transit asset management and seven relating to transit safety.

A significant component of the act focuses on supporting public transit initiatives through various discretionary grants. A list of IIJA competitive grants related to transit is provided below.

- **Advanced Transportation Technologies and Innovation (ATTAIN)**: The purpose of this program is to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.
- **Buses and Bus Facilities Program**: The purpose of this program is to provide funding for designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities.
- **Charging and Fueling Infrastructure Discretionary Grant Program (CFI):** The purpose of this program is to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places where people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). Program investments will make modern

and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program).

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grant (PROTECT) Program:** This program provides funding for bicycle, pedestrian, maritime, roadway and transit projects to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **Rebuilding American Infrastructure with Sustainability and Equity Grants (RAISE):** This program provides funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).
- **Reconnecting Communities and Neighborhoods Grant Program:** Is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
- **Rural Surface Transportation Grant Program:** The purpose of this program is to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
- **Safe Streets and Roads for All (SS4A) Grant Program: SS4A Planning and Demonstration Grants** purpose is to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. **SS4A Implementation Grants** are to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities.

IIJA funding represents a significant step towards modernizing and improving the nation's public transportation infrastructure. By prioritizing innovation, equity, and community engagement, the act aims to create a sustainable and efficient transit network while stimulating economic growth and job opportunities.

Federal Transit Administration

About: The Federal Transit Administration (FTA) is responsible for providing financial and technical assistance to local public transit systems. The agency administers various programs to support and improve public transportation across the country. Some key FTA transit programs include:

- **Metropolitan Planning Grant (Section 5305):** This program supports metropolitan planning organizations, and local governmental authorities, and make agreements with other departments, agencies, or instrumentalities of the Government to develop transportation plans and programs; plan and evaluate a public transportation project; and to conduct technical studies relating to public transportation.
- **Urbanized Area Formula Grants (Section 5307):** This program provides funding to urbanized areas for public transportation capital, planning, and operating expenses. It aims to enhance the quality of public transportation services in urban areas. 5307 funding is critical to the operation of the Marty system. The program is allocated by formula based on the National Transit Database from the previous two year Fiscal Year (FY) e.g. – FY 2025 funding will be based on FY 2023 transit service data. The formula calculation for the Marty is systems is based on the apportionment for the Bus Systems with Populations less than One Million as follows:
    - 50% - bus revenue vehicle miles
    - 25% population
    - 25% population and density

  The formula also has an additional calculation that is performance based ridership where additional funds can be allocated from the entire Bus Tier allocation for:
    - Bus passenger miles x bus passenger miles/operating costs

  Understanding the impacts of future proposed service plans to 5307 funding will be an important factor in alternatives evaluation.
- **Non-Urbanized Area Formula Grants (Section 5311):** This program supports public transportation in non-urbanized or rural areas. Funding is allocated to states, which then distribute it to local transit agencies serving rural communities.
- **State of Good Repair Grants (Section 5337):** This program focuses on maintaining and rehabilitating existing public transportation infrastructure. It helps transit agencies address the backlog of maintenance needs and keep their systems in a state of good repair.
- **Bus and Bus Facilities Formula Grants (Section 5339):** This program provides funding for the replacement, rehabilitation, and purchase of buses and related equipment, as well as the construction of bus-related facilities.
- **Capital Investment Grants (New Starts, Small Starts and Core Capacity):** These programs fund major transit capital investments, including new and expanded fixed-guideway systems, such as commuter rail, light rail, and bus rapid transit. Projects are evaluated based on factors like cost-effectiveness and environmental benefits.

- **Low or No Emission Vehicle Program (Low-No):** This initiative supports the deployment of low or zero-emission transit vehicles and related infrastructure to reduce greenhouse gas emissions and improve air quality.
- **Transit Oriented Development (TOD) Planning Pilot Program:** This program provides funding for comprehensive planning efforts that support transit-oriented development, helping communities integrate land use and transportation planning around transit facilities.
- **Rural and Small Urban Transit Program:** This program focuses on improving public transportation options in rural and small urban areas, addressing the unique challenges faced by transit providers in these regions.
- **Mobility on Demand (MOD) Sandbox Demonstration Program – (Section 5312)** Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers. FTA supports U.S. DOT's Smart Cities initiative through the Accelerating Innovative Mobility (AIM), Enhancing Mobility Innovation (EMI), Integrated Mobility Innovation (IMI), and Mobility on Demand (MOD) Sandbox programs and partnership with the Shared-Use Mobility Center. Smart, connected communities improve quality of life through innovative technologies, fostering partnerships, and leveraging data to enhance equitable, accessible mobility for all. On March 16, 2020, FTA announced selections for $20.3 million in FY 2019 IMI projects. The demonstration projects focus on Mobility on Demand, Transit Automation, and Mobility Payment Integration.

- **Innovative Coordinated Access and Mobility Grants** (Note that over 33% of Martin Co**unty population** is 65+) On November 15, 2023, FTA announced the availability of $4.7 million in Fiscal Year 2023 competitive grant funding for projects that improve access to vital services for older adults and people with disabilities, and in low-income communities.[1]

FHWA's and FTA's Planning Emphasis Areas (2021)

About: In December 2021, in support of the IIJA, FTA and FHWA issued updated Planning Emphasis Areas for use by MPOs, DOTs, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs.

Key themes include the establishment of seven planning emphasis areas:

[1] View the FY24 ICAM FAQs. A webinar for the FY24 ICAM Pilot Program was held at 3:00 PM Eastern Time on December 14, 2023. View the presentation | Watch the recording (Passcode: =m1z9R.w) View the Fiscal Year 2023 Annual Report on FAST Act Section 3006(b) Pilot Program for Innovative Coordinated Access and Mobility.

- **Tackling the climate crisis—** By encouraging the - transition to alternative fueled vehicles, this emphasis area sets the GHG reduction goal of 50-52 below 2005 levels by 2030, targets net-zero emissions by 2050, and increases resilience to extreme weather events resulting from the increasing effects of climate change.
- **Equity and Justice40 in Transportation Planning—**This emphasis area stresses the importance of improving infrastructure for non-motorized travel and transit, managing speeds, reducing single-occupancy vehicle travel and air pollution, reducing transit fares, and fostering demand-response service, transit-oriented development, and affordable housing strategies in traditionally marginalized or underserved communities.
- **Complete Streets—**This emphasis area reviews policies and procedures for Complete Streets for improved safety.
- **Public Involvement— This** emphasis area focuses on increasing meaningful public involvement in transportation planning by integrating virtual public involvement tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DoD) Coordination –** It encompasses an extensive network of roads strategically designated for vital functions in both emergency mobilization and the routine transportation of military resources.
- **Planning and Environment Linkages (PEL)— This** emphasis area calls for early consideration of the environmental, community, and economic goals in the transportation planning process; it uses the information, analysis, and products developed during planning to inform the environmental review process.
- **Data Sharing in Transportation Planning—**State DOTs, MPOs, and providers of public transportation facilitate the transportation planning process.

FTA's Justice 40 Program

About: The **Environmental Justice (EJ) Circular** issued by the FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into FTA- funded plans, projects, and activities.

The Justice40 Initiative has made it a priority of the federal government to commit at least 40% of all federal funds from federal investments to disadvantaged communities that are marginalized, underserved, and overburdened with pollution. The categories of investment are: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure. Covered federal investments include any grant or procurement spending, financing, staffing costs, direct spending, or benefits to individuals for a covered program in a Justice40 program.

FDOT Transit Strategy: Adapting to Changing Customer Mobility Needs

About: Part of the State Transit Initiative, this policy document outlines FDOT goals and strategies for supporting public transit.

Key FDOT public transit goals include:

- Making transit more attractive to riders, collaborating with stakeholders to develop strategies for reducing traffic congestion and travel delays, and developing seamless connections when a one-seat ride is not an efficient option. Essential to these efforts are strategies and public outreach that can define and develop programs that will meet customer needs.
- Expanding travel choices in rural areas beyond the traditional medical and senior transportation markets.
- Supporting a comprehensive and coordinated policy to guide the State's public transportation funding. Funding priority will be given to those projects that reflect a customer-driven, multimodal approach to providing improved access. Reduce the number of program silos and increase funding flexibility.
- Ensuring all public transportation services include safety/risk management components in their operational plans.

FDOT Discretionary Grant Programs

About: FDOT District 4 has jurisdiction over Broward, Palm Beach, Martin, St. Lucie and Indian River Counties. The District manages FTA and State funding allocations for transit planning and operations the Counties and also implement discretionary grants that can be used to provide congestion relief on designated corridors, implement and/or expand new services and for park and ride lot development.

- **Park and Ride Lot Program Grants:** The program provides for the purchase and/or leasing of private land for the construction of park and ride lots, the promotion of these lots, and the monitoring of their usage. This program is an integral part of the commuter assistance program's efforts to encourage the use of transit, carpools, vanpools and other high occupancy modes. Locally developed projects from locally adopted plans will be reviewed for eligibility by the District. Project selection will be made on the basis of the project selection process established in federal and state law in conjunction with MPO's, local transit operators and local governments.

- **Public Transit Service Development Grants:** 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

  Implementing a transit corridor project may consist of a series of events which occur over multiple years prior to the beginning of service. Before operations are initiated and depending on the complexity of the project, contracts may be required for capital equipment, design and construction of facilities, land or rights-of-way and roadway improvements.
- **Florida Rural Transit Administration Program (RTAP)**: RTAP is a broad program that provides training, continuing education, and technical assistance to those who provide or assist in the provision of public transportation services in rural and small urban communities in order to promote the coordinated delivery of safe, efficient, and effective transit services. The program *is administered by the Center for Urban Transportation Research at the University of South* Florida.
- **Transit Corridor Grants:** FDOT is authorized to fund up to 100 percent of the capital and net operating costs of transit corridor projects through a competitive discretionary grant process. The project objectives, the assigned operational and financial responsibilities, the timeframe required to develop the required service, and the criteria by which the success of the project will be judged shall be documented for each transit corridor project. Transit corridor projects, wholly within one county, meeting or exceeding performance criteria as described in the contract shall be continued by the transit provider at the same or a higher level of service until such time as the department, the M.P.O., and the service provider, agree to discontinue the service.
- **Toll Revenue Credits:** It is the purpose of this policy to ensure that FDOT makes available the use of toll **revenue credits as soft match** on public transit capital and planning projects. It is the policy of the Department to make available the option to use toll revenue credits, authorized by Title 23 U.S.C. 120(i)(1), to Florida transit systems for use as soft match on eligible federal transit capital and planning projects. On an annual basis, the Public Transit Office will be responsible for notifying Florida's transit systems of the availability of toll revenue credits and for approving the use of toll revenue credits on proposed transit capital and planning projects.

The FDOT District 4 Office of Modal Development is a partner agency of the County transit system and is a valuable resource for the planning and implementation of transit projects in Martin County and the Treasure Coast.

FDOT District 4 and 6 Commuter Services Program

About: FDOT also provides financial and technical assistance to promote alternatives to commuters driving alone through the South Florida Commuter Services (SFCS) Program.

The goal of the program is to reduce vehicle miles traveled (VMT) in South Florida through a variety of Transportation Demand Management (TDM) strategies. SFCS' primary activities involve advocating for and highlighting the benefits of the following:

- **Carpooling**: 2+ people commuting together
- **Vanpooling**: 4-15 people commuting together in a state sponsored van or SUV
- **Working From Home**: Individuals carrying out the majority of their work activities from home
- **Flexible Work Schedules**: Working full-time but commuting outside of morning and afternoon rush hours
- **Transit**: An alternative to driving offering regular, economical & dependable transit
- **Bicycling**: The greenest, healthiest option for commuting
- **Walking**: Healthy option for commuters who live close to their place of employment
- **Park & Ride Facilities**: The most convenient place to meet for a commuting option – usually free
- **Guaranteed Ride Home**: In the event of an unforeseen circumstance, the government will pay for commuters' rides home

The Commuter Services program supported this TDP through survey collection and can be leveraged in future to support marketing efforts.

2045 Treasure Coast Regional Long Range Transportation Plan

About: The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network.

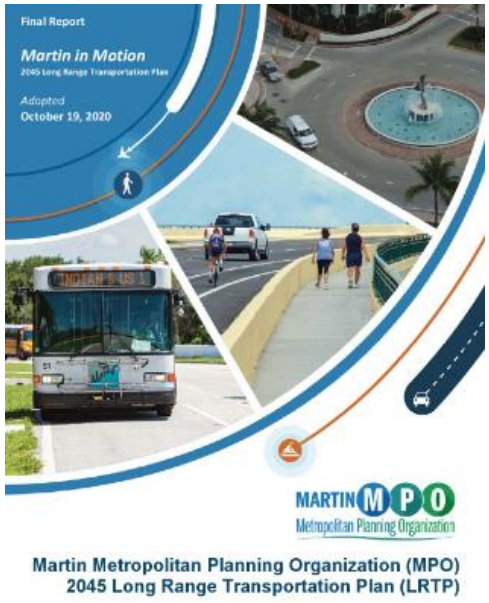
The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, advances the facilities and quantity of modal options, improves connectivity and expands the service of public transportation, and prioritizes the improvement of safety among all transportation modes.

The Transit Element of the plan identifies five regional transit needs including:

- I-95 Express Bus Route
- Turnpike Express Bus Route
- Tri-Rail Extension Commuter Rail
- US-1 Transit Enhancements
- SR 710/CSX Connector

Martin Metropolitan Planning Organization (MPO) 2045 LRTP (2020)

About: The LRTP sets the vision for all modes of travel throughout the County and influences projects included in the five-year Transportation Improvement Program (TIP). The Martin MPO's 2045 LRTP, also known as *Martin in Motion*, includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) that facilitates the safe and efficient movements of people and goods in addressing current and future transportation demand.



The goals of Martin MPO's 2045 LRTP are to provide an efficient multimodal transportation system that supports economic growth and enhances quality of life, meets the needs of all users, preserves the natural environment and promotes equity and healthy communities, has the ability to harness changes in the future, and reflects the community's needs and desires. Funded transit projects identified include maintaining existing service levels, appropriate fleet replacement, adding transit/bus stop infrastructure, and adding a new park-and-ride facility that connects to Palm Beach Tri-Rail Intermodal Center.

The unfunded transit needs include: a Marty service expansion, a new Jensen Beach Route, a Saturday service, and Mobility on Demand in Jensen Beach and Palm City. These service expansion projects remain unfunded due to lack of local funding available as "matching dollars" to support transit operations. Similarly, the unfunded transit capital improvements include new buses that are required to support expanded service, as well as a new operations and maintenance facility and an intermodal hub. In the past, this service has been supported through local funds and FDOT's Service Development Program, which provides funding for demonstration projects for up to three years. It is likely that this funding may be available in the future, but there are no committed funds at this time.

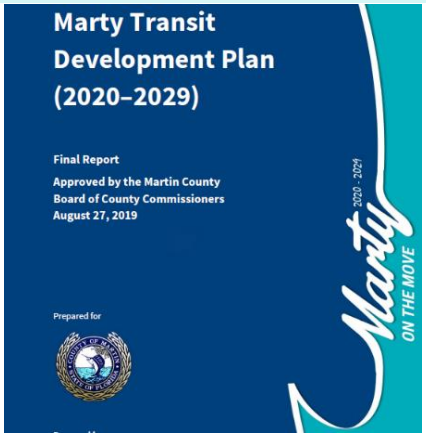
The 2045 MPO Long Range Transportation Cost Feasible Plan transit projects were prioritized consistent with the Martin County's Transit Development Plan (TDP), 2020-2029 adopted in August 2019. Continuing to provide and maintain existing fixed route and paratransit services as well as State of Good Repair was the top priority. Service expansion and related capital and infrastructure improvements were lower priority based on funding availability. In addition, projects funded through the private sector, such as the Brightline Station, were not assigned a specific priority.

- Marty Transit Service/Operations ($80.9M)
- Maintain existing service levels – fixed route and paratransit
- Capital Improvements ($19.4M)
- Rolling stock (fleet replacement)
- Transit/bus stop infrastructure
- New Park-and-Ride facility (connection to Palm Beach Tri-Rail Intermodal Center)
- Brightline Station (private sector funded)

* Note that the map of the 2045 Plan also shows a proposed Route 30 Express bus route connecting the Village of Indiantown with Hobe Sound. This route was implemented and eventually discontinued for low ridership.

Marty Transit Development Plan (TDP) (2019)

About: This plan is a requirement for transit agencies to be eligible for State block grant funding and represents Martin County's vision for transit in its service area from FY 20 to 29. At the same time, this plan functions as the strategic guide for future transit service in the community.



Also called Marty on the Move, this major TDP update outlines actions to be taken for the next 10 years and identifies local issues and objectives, including but not limited to: lower-growth ridership, a trend experienced by many smaller transit agencies in emerging urban areas; limited local funding opportunities to improve and increase service levels; lack of a clear understanding of what services Marty provides versus other transportation providers; regional coordination challenges for inter-county service, which have created public misconceptions and are negatively impacting Marty operations and/or fare revenues.

Potential Transit improvements were developed through Public workshops and stakeholder discussions, transit surveys, and through an understanding of the transit operating environment in Martin County. The preliminary improvements, or alternatives, for fixed-route service that represent the transit needs were developed without consideration of funding constraints; they were prioritized using an evaluation process described later.

Preliminary service improvements included new service, existing routes modifications including frequency enhancements, increased service spans and route alignment modifications and extensions. Also included under this category is service expansion to areas not currently served by Marty.

- *New Service:*
  Route 30x (Indiantown/Hobe Sound commuter route)
  New Jensen Beach route
  New regional turnpike commuter route to West Palm Beach Downtown Intermodal Transit Center
- *Mobility on Demand (MOD) service –*
  Palm City MOD
  Jensen Beach/Rio CRA MOD
- *Modification to existing route alignments*

Extend Route 2
Split Route 3 into Routes 3a and 3b –
Route 20x extension

- *Add later service*
- *Add Saturday service*
- *Double frequency for Routes 2 and 3*

Martin County Service Analysis Technical Memorandum (2018)

About: Demographic and demand assessment of Martin County and portions of St. Lucie County.

This technical memorandum included a detailed service planning analysis that reviewed existing and proposed route alignments; proposed new fixed and express routes; and assessed existing service on-time performance, ridership, and schedules. The following routes were identified and analyzed: Hutchinson Island Route, Palm City/Port Salerno, West Palm Beach Intermodal, and the West Palm Beach Veteran Affairs Medical Center (VAMC).

Martin County Innovation Hub Recommendations Report (2023)

About: The Martin County Innovation Hub is generally bounded by Cove Road on the south, Monterey Road on the north, U.S.-1 on the west, and Dixie Highway on the east. The study area is along the FEC railroad. This report provides recommendations and strategies for development of the Martin County Innovation Hub.

This Assessment provided recommendations in infrastructure, marketing and branding, regulations, aesthetics, and opportunity sites. Infrastructure goals included:

- Using Complete Streets strategies to develop multimodal transportation options (including pedestrian and bicycle connectivity, street networks, alternative transportation modes, and transit) that create connectivity between the Innovation Hub, adjacent neighborhoods, and commercial districts.
- Working with Marty and the City of Stuart to link the city trolley system to the HUB, increasing the County level of service through enhanced transit service, infrastructure, and micro mobility offerings.

Next steps include:

- Evaluating proposed routes and bus stop locations and identifying specific transit stops/transfer stations for upgraded transit stop facilities.
- Meeting with the City of Stuart to discuss future plans and/or routes for downtown transit.
- Reviewing (in conjunction with Marty and Port Salerno CRA) the feasibility and cost of extending "Mobility on Demand" services to Port Salerno and inclusive of the HUB.
- Finalizing potential route options to connect Stuart Downtown Tram to the Innovation Hub.

Martin County Public Transit Business Plan (2017)

About: A review of the current transit operations by Martin County. Provides recommendations to maintain or enhance operations based on the identification of strengths and challenges of the existing system.

This plan identifies the need for Marty to have a wholly owned maintenance and operations/dispatch facility; modify existing staffing levels, roles, and responsibilities; take steps towards owning paratransit and fixed-route vehicles; and increase levels of coordination with Martin MPO.

City of Stuart Comprehensive Plan (2002)

About: A document that sets the context for future growth and development in the City of Stuart. Required by State Statutes that specify its overall content and structure, the Comprehensive Plan consists of a series of interrelated chapters or elements that analyze the community's future land use, transportation, parks and recreation, and other infrastructure and environmental issues, needs, challenges, and opportunities.

The purpose of this document is to implement a transportation program that provides for a safe and efficient traffic network and provides optimum access to the City's major activity centers. Its goals are to support mobility citywide through alternate modes of transportation; reduce greenhouse gas emissions by discouraging urban sprawl; promote compact development and maximize internal trips within the development; promote transit-oriented development within urban service area; promote affordable and workforce housing in proximity of major employment centers; and promote infrastructure investment in greenhouse gas efficient projects.

Martin County Comprehensive Growth Management Plan (2002)

About: This document has been prepared pursuant to Florida law with the purpose of: implementing and strengthening the comprehensive plan process; protecting and restoring natural and manmade resources; maintaining the character, stability, and quality of life for present and future County residents; allowing only orderly growth and development that achieves the purposes listed in this subsection; achieving and maintaining conservative prudent fiscal management; and setting out the goals, objectives, policies, and procedures Martin County has adopted and requiring that they be strictly followed when conducting the County's business.

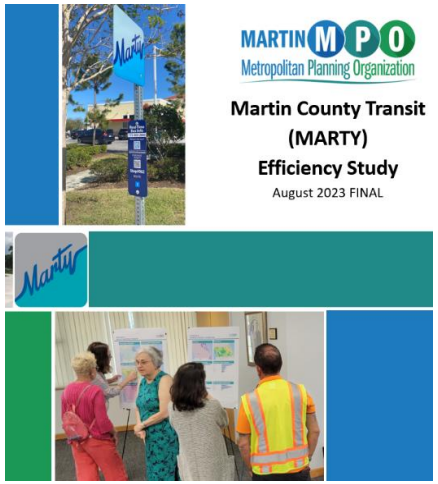
The transportation element of this plan serves the purpose of establishing a transportation system in Martin County that is for future motorized and non-motorized transportation modes and that is in accordance with Florida Statutes' planning for a multimodal transportation system. It establishes seven goals for transportation in Martin County:

- To develop and implement a transportation network that is coordinated and consistent with municipal, County, State, Federal and regional planning programs and planning programs of adjacent jurisdictions.
- To develop, operate, and maintain an efficient and cost-effective roadway network that provides for ease of mobility and meets the adopted level-of-service standards.
- To establish an integrated transportation system consistent with future development plans.
- To establish the County as friendly to pedestrians and bicyclists by developing a safe bicycle and pedestrian transportation system accessible to all major public and private facilities.
- To ensure the coordination and continuation of an efficient and economical system of public transportation that, for the benefit of all County residents, reduces the reliance on single-occupancy vehicles and fuels that emit high levels of carbon, thereby reducing greenhouse gasses.
- To provide for an airport transportation system consistent with the planning programs of County, State, Federal, regional, and local jurisdictions.
- To make all feasible and safe efforts to increase the capacity of navigation and weather-reporting facilities at Witham Field to meet current and projected needs of County residents while recognizing the limitations imposed by existing surrounding residential areas.

Martin MPO Transit Efficiency Study (TES) (2023)

About: The TES served as a precursor to this TDP and was focused on enhancing the public transit service available in Martin County. It examined how the transit system can become more efficient and seeks to determine service integration opportunities.

The Transit Efficiency Study represents an initial effort sponsored by the Martin MPO to enhance the public transit service available in Martin County and provide direction for the TDP. The study included a Stakeholder Working Group which met twice during the study to provide project updates and receive feedback. The attendees included participants representing organizations such as the City of Stuart, Martin County Public Transit (Marty), FDOT District 4, Florida Department of Health, Martin County Office of Tourism & Marketing, Martin MPO, Martin County Community Development Agency, Stuart Main Street, CTC (Senior Resource Association (SRA)) - Indian River Transit GoLine & Martin Community Coach, Treasure Coast Regional Planning Council, non-profit organizations, and interested citizens.



Guidance for the next steps (i.e., the TDP) were received at the June 2023 MPO Advisory Committee Meetings and MPO Policy Board Meeting including the following:

- The MPO Policy Board approved a recommendation for the direction of the TDP to be focused on ridership alternatives.
- There was a stronger preference for a hybrid scenario amongst the Advisory Committees, where both coverage and ridership models were accommodated.
- Providing service on the weekend is important.
- Adding new bus stops will improve ridership however it may impact operations and increase the need for additional vehicles and drivers to maintain current headways.
- Piloting strategies to see effectiveness and overall performance was favored.
- Service to affordable housing areas should be explored.
- Concern was shared on 'empty ' buses.
- Marketing strategies were shared to help spread the word that the service existed. One example was 'Ride with Susie' where a video explaining how to use the system can be shared with the general public.
- More service for senior citizens was desired – Jensen Beach and Ocean Breeze were noted.
- Jensen Causeway and Stuart Beach service was desired.
- A live demo showing ridership capture potential was requested (if possible) during the next TDP update.
- Golden Gate was mentioned as an area needing shelters and bike racks.

Appendix D: Rolling Stock

Table D-1 lists the revenue vehicles for the fixed route/commuter bus and paratransit service.

Table D-1: Rolling Stock of Transit Vehicles

Asset Name	Make	Model	Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Fixed Route/Commuter Bus Vehicles							
30' Bus (50)	Gillig Bus	Low Floor	59165	MCBOCC	2015	272,960.00	$ 380,740.00
30' Bus (51)	Gillig Bus	Low Floor	60039	MCBOCC	2016	243,159.00	$ 392,643.00
30' Bus (52)	Gillig Bus	Low Floor	60271	MCBOCC	2016	267,560.00	$ 392,964.00
30' Bus (53)	Gillig Bus	Low Floor	61412	MCBOCC	2016	204,445.00	$ 399,826.00
30' Bus (54)	Gillig Bus	Low Floor	61604	MCBOCC	2017	229,913.00	$ 407,425.00
30' Bus (55)	Gillig Bus	Low Floor	61605	MCBOCC	2017	244,738.00	$ 407,425.00
30' Bus (56)	Gillig Bus	Low Floor	61603	MCBOCC	2017	219,901.00	$ 407,425.00
30' Bus (57)	Gillig Bus	Low Floor	61718	MCBOCC	2018	241,891.00	$ 409,597.00
30' Bus (58)	Gillig Bus	Low Floor	61835	MCBOCC	2018	248,957.00	$ 409,597.00
30' Bus (59)	Gillig Bus	Low Floor	62003	MCBOCC	2018	159,678.00	$ 410,105.00
30' Bus (60)	Gillig Bus	Low Floor	62004	MCBOCC	2018	216,818.00	$ 410,105.00
30' Bus (61)	Gillig Bus	Low Floor	62871	MCBOCC	2019	116,440.00	$ 410,105.00
30' Bus (62)	Gillig Bus	Low Floor	62872	MCBOCC	2019	116,654.00	$ 410,105.00
30' Bus (63)	Gillig Bus	Low Floor	63383	MCBOCC	2020	110,559.00	$ 422,304.00
Paratransit Vehicles							
23' Bus (7)	Turtletop	Cutaway	62850	MCBOCC	2019	28,388	$89,229.00
23' Bus (8)	Turtletop	Cutaway	62778	MCBOCC	2019	29,739	$89,229.00
23' Bus (9)	Turtletop	Cutaway	62779	MCBOCC	2019	30,461	$89,229.00
23' Bus (10)	Turtletop	Cutaway	62812	MCBOCC	2019	37,150	$89,229.00

Appendix E: Peer Review Process

STATE	COUNTY	CENSUS DATA 2020		TRANSIT SYTEM AVAILABLE (Type)	NAME	FTIS 2021 DATA (Demand Response (DR), Commuter Bus (CB) & Motorbus (MB))								
		POPULATION INCOME (Per Capita)	POPULATION			AVERAGE SPEED (revenue miles/revenue hours)	ANNUAL PASSENGER TRIPS	REVENUE HOURS	REVENUE MILES	SERVICE AREA POPULATION	SERVICE AREA POPULATION DENSITY	SERVICE AREA SIZE (square miles)	TOTAL OPERATING EXPENSE	FLEET SIZE VEHICLE AVAILABLE FOR MAX. SERVICE
FLORIDA	**MARTIN**	$ 46,973	158,431	Commuter Bus (CB)	Marty	26.42	6,825	6,081	160,648	158,598	2,440	65	$ 564,874	4
				Demand Response (DR)		9.06	3,186	2,378	21,543				$ 388,811	5
				Motor Bus (MB)		18.62	63,422	24,094	448,557				$ 2,060,463	9
	INDIAN RIVER	$ 40,318	159,788	Demand Response (DR)	GoLine	13.67	24,207	17,497	239,132	159,923	762	210	$ 1,234,243	16
				Motor Bus (MB)		17.05	1,138,698	50,020	852,841				$ 3,122,983	21
	COLLIER	$ 51,296	375,752	Demand Response (DR)	rideCAT	20.88	75,308	47,687	995,771	384,902	190	2,025	$ 3,798,498	39
				Motor Bus (MB)		19.39	574,101	73,374	1,422,532				$ 7,028,919	39
	BAY	$ 32,312	175,216	Demand Response (DR)	Bayway	17.17	38,978	13,367	234,112	175,216	231	758	$ 1,022,533	18
				Motor Bus (MB)		13.3	329,927	42,471	564,854				$ 3,482,277	17
	ST LUCIE	$ 31,289	329,226	Demand Response (DR)	Art	16.53	59,456	28,685	474,274	336,584	588	572	$ 4,668,493	46
				Motor Bus (MB)		15.3	432,019	36,082	552,007				$ 3,214,167	38
CALIFORNIA	**NAPA**	$ 49,641	138,019	Commuter Bus (CB)	The Vine	26.71	48,977	14,724	393,287	138,000	3,067	45	$ 1,420,469	10
				Demand Response (DR)		8.05	78,711	38,592	310,614				$ 3,964,363	24
				Motor Bus (MB)		15.66	187,105	32,025	501,655				$ 4,284,510	18

Appendix F: Farebox Recovery Report

An additional requirement for the TDP was added by the Florida Legislature in 2007 as part of House Bill 985 which requires transit agencies to: "… specifically address potential enhancements to productivity and performance which would have the effect of increasing farebox recovery ratio." The farebox recovery ratio refers to the percentage of a transit system's total operating expenses that are funded by passenger fares.

Prior Year Fare Studies and Changes

The following summarizes the timeline of fare policy changes for the MARTY fixed-route system:

- On April 1, 2011, Martin Couty Public Transportation removed the $1.50 fixed-route fare as a temporary marketing strategy. The strategy increased fixed-route ridership by 148% in 2 years.
- On March 19, 2013, $1.50 fares for fixed-route service were reinstated as well as half fares ($0.75) for seniors, those with disabilities, and those with a Medicare card. Paratransit service fares increased from $1.50 to $3.00 due to impending decreases in Section 5307 federal funding for operations and to maintain the level of service.
- On January 30, 2019, the MARTY fare structure was updated to include fare-free service for Veterans with an approved form of identification as a part of a Martin County-funded program. The free fare applies to all MARTY fixed routes and the commuter bus service.
- Fares were suspended between March 18, 2020, and August 31, 2020, due to the COVID-19 pandemic.
- On September 1, 2020, fares were reinstated.

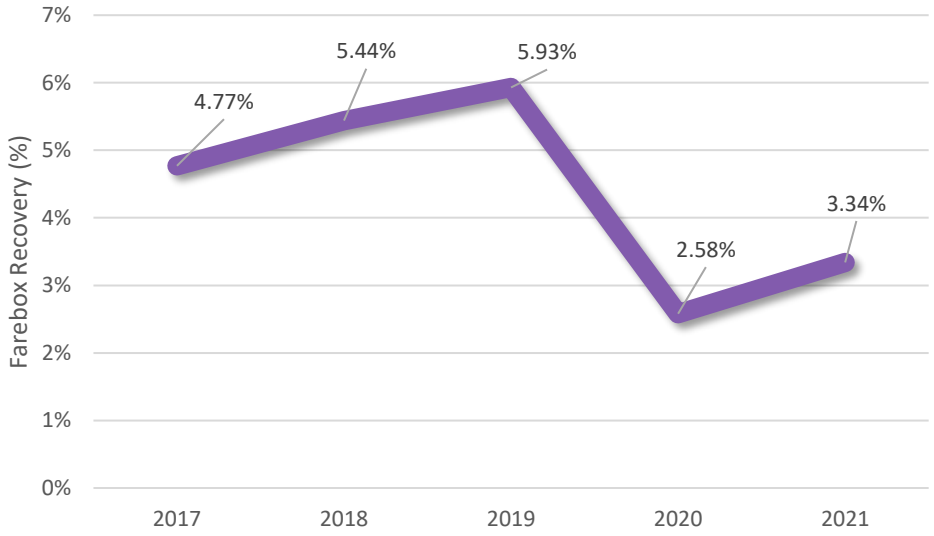
Proposed Fare Changes

No fare studies have been conducted and there are no proposed changes to the fare policy.

Current and Prior Farebox Recovery Ratio

The current farebox recovery ratio, as reported to NTD in FY 2021, was 3.34% for fixed-route services, 2.34% for demand-response service, and 3.21% systemwide. **Figure F-1** shows the five-year history of the MARTY farebox recovery ratio for fixed-route services, as reported to NTD. The farebox recovery ratio between 2017 to 2019 from 4.77% to 5.93%, but declined to 2.58% in 2020, largely due to the fare suspension during the COVID-19 pandemic.

Figure F-1: Farebox Recovery Ratio for Fixed-Route Service



Source: NTD

Strategies to Improve Farebox Recovery Ratio

The farebox recovery ratio can be improved by increasing ridership, increasing revenue fares, and by reducing operating costs. The following is a list of strategies for MARTY to consider improving the farebox recovery ratio:

- Continuously monitor performance to determine if adjustments need to be made, such as discontinuing service for underperforming routes and determining the most cost-effective service type on major corridors and community areas.
- Minimizing costs required to operate and administer transportation services.
- Evaluating fare structure to analyze opportunities for instituting additional passes.
- Increasing marketing through innovative outlets like social media and working with key employers, community organizations and homeowner associations to increase fixed-route ridership.
- Adding bus stops to increase service effectiveness and improve visibility.
- Increase ridership while maintaining costs to operate and administer transportation services by engaging the public to refine services and aim to better meet the needs of customers.

Appendix G: Performance Monitoring Program

Performance Monitoring Program

Performance Measures and Indicators

As proposed transit services are implemented, the following performance indicators and measures should be monitored by the Martin County staff quarterly for its fixed-route services as part of the recommended performance-monitoring program:

Passenger Trips – Annual number of passengers boarding on the transit vehicles.

Revenue Miles – Number of annual miles of vehicle operation while in active service (available to pick up revenue passengers).

Revenue Hours – Number of annual hours of vehicle operation while in active service (available to pick up revenue passengers).

Passenger Trips per Revenue Hour – Ratio of passenger trips to revenue hours of operation.

Operating Cost per passenger trip– This is calculated by dividing the operating expense by the number of passenger miles.

Passenger Trips per Revenue Mile – Ratio of passenger trips to revenue miles of service; a key indicator of service effectiveness that is influenced by the levels of demand and the supply of the service provided.

However, as fixed-route-type services typically take up to three years to become established and productive, the performance data up to that point should be reviewed and interpreted cautiously. Individual routes and TNC zones, should they be implemented, should be evaluated separately.

Evaluation, Methodology, and Process

This process is based on two measures, trips per mile and trips per hour, which are weighted equally to derive an overall route score. An individual route's score for a particular measure is based on a comparison of the measure as a percentage of the system average for that particular measure. These individual measure scores are added together and divided by two to get a final aggregate score. This final composite performance score is an indication of a route's performance for the two measures when compared to the system average for those measures. A higher score represents better overall performance when compared to other routes.

The noted comparative performance evaluation can be beneficial, but caution should be exercised when using the final scores and rankings because these figures are comparing routes to one another and may not reflect the specific goals established for a specific route (i.e., geographic coverage vs. ridership performance). The process is particularly useful, however, in highlighting those routes that may have comparative

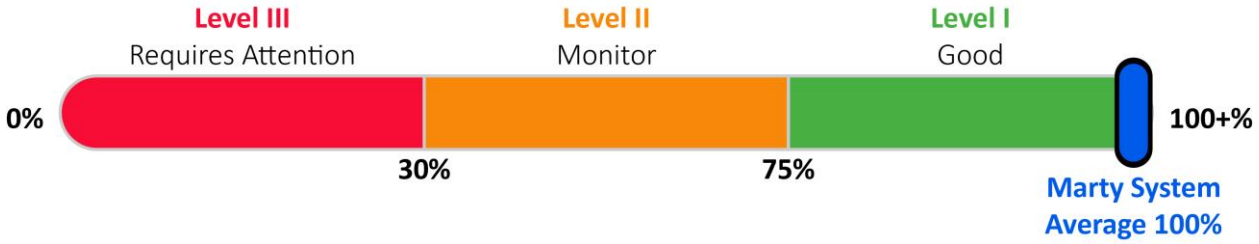
performance-related issues. These routes can then be singled out for closer observation in future quarters or years to determine specific changes that may help mitigate any performance issues.

Once a route score is determined, routes can be ranked to show the highest-performing and lowest-performing routes. The rankings are a useful proxy for determining the comparative performance of any route, as well as highlighting changes in performance over time. To track the performance variation over time, three performance levels have been developed:

- **Level I – Good (≥ 75%) –** Transit routes in this category are performing efficiently compared with the average level of all the agency's routes.
- **Level II – Monitor (30–74%) –** Routes in this category exhibit varying levels of performance problems and require more detailed analysis (e.g., ride checks, on-board surveys, increased marketing efforts, etc.) to aid in identifying specific changes that can be made to help improve the route's performance.
- **Level III – Requires Attention (≤ 29%) –** Routes in this category exhibit poor performance and low efficiency. Recommendations for these routes may include truncation of the route, reduction in the route's number of revenue hours, or discontinuation of the route.

Figure G-1 illustrates the three evaluation levels and notes the recommended thresholds for each level.

Figure G-1: Route Performance Evaluation Levels



Appendix H: Ten-Year Financial Plan Tables

Operating Program Costs and Revenues	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Operating Costs											
Martin County Direct Operating Costs	$641,111	$708,405	$760,403	$789,437	$818,989	$890,878	$922,079	$940,520	$959,331	$978,517	$ 8,409,669
Maintain Fixed Route (Non-Urbanized)	$257,627	$262,780	$268,035	$273,396	$278,864	$284,441	$290,130	$295,933	$301,851	$307,888	$ 2,820,947
Maintain Fixed Route (Urbanized)	$1,508,960	$1,539,139	$1,569,922	$1,601,320	$1,633,347	$1,666,014	$1,699,334	$1,733,321	$1,767,987	$1,803,347	$ 16,522,689
Maintain Commuter Bus (Urbanized)	$572,301	$583,747	$595,422	$607,330	$619,477	$631,866	$644,503	$657,394	$670,541	$683,952	$ 6,266,532
Provide Paratransit	$248,901	$253,879	$258,956	$264,135	$269,418	$274,806	$280,302	$285,909	$291,627	$297,459	$ 2,725,392
New MicroTransit Service(s) (Non-Urbanized)	$0	$28,093	$29,813	$32,270	$35,629	$40,124	$46,090	$54,002	$64,537	$78,670	$ 409,229
New MicroTransit Service(s) (Urbanized)	$0	$120,211	$125,067	$130,120	$135,377	$140,846	$448,360	$499,157	$564,831	$650,489	$ 2,814,459
Total Operating Costs	**$3,228,899**	**$3,496,253**	**$3,607,618**	**$3,698,009**	**$3,791,100**	**$3,928,975**	**$4,330,799**	**$4,466,235**	**$4,620,706**	**$4,800,323**	**$ 39,968,917**
Operating Program	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**10-Year Total**
Operating Revenues											
Farebox Revenues	$165,782	$242,226	$303,747	$356,908	$408,246	$456,897	$569,599	$636,124	$656,269	$677,423	$ 4,473,220
Non-Transportation Revenues	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Federal Section 5307 Urbanized Grant Program	$510,000	$510,000	$510,000	$510,000	$510,000	$535,500	$556,920	$573,628	$585,100	$590,951	$ 5,392,099
Federal Section 5311 Non-Urbanized Grant Program	$164,176	$171,915	$180,027	$188,168	$188,168	$197,576	$205,479	$211,644	$215,877	$218,035	$ 1,941,066
FDOT State Block Grants	$313,604	$404,165	$417,575	$430,102	$430,102	$451,607	$469,671	$483,762	$493,437	$498,371	$ 4,392,396
FDOT Transit Corridor Grant Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Local (General) Funds for Contractual Services/Local Match	$2,075,338	$2,166,316	$2,207,472	$2,225,448	$2,243,720	$2,319,104	$2,503,869	$2,553,947	$2,655,026	$2,808,126	$ 23,758,366
Total Operating Revenue	**$3,228,899**	**$3,494,622**	**$3,618,821**	**$3,710,626**	**$3,780,236**	**$3,960,684**	**$4,305,539**	**$4,459,104**	**$4,605,709**	**$4,792,907**	**$ 39,957,147**
Net Operating (Revenues - Costs)	**$0**	**($1,631)**	**$11,203**	**$12,617**	**($10,864)**	**$31,709**	**($25,260)**	**($7,131)**	**($14,997)**	**($7,416)**	**$ (11,770)**
Cummulative	**$0**	**($1,631)**	**$9,573**	**$22,189**	**$11,326**	**$43,035**	**$17,775**	**$10,643**	**($4,354)**	**($11,770)**	

Capital Program Costs and Revenues	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Capital Costs											
Replacement Revenue Vehicles	$0	$0	$0	$736,054	$1,921,101	$1,875,060	$2,435,214	$1,241,959	$633,399	$0	$ 8,842,787
Replacement Non-Revenue Vehicles	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Expansion Revenue Vehicle(s)	$0	$50,456	$52,680	$628,895	$58,089	$61,406	$138,536	$153,988	$173,909	$199,849	$ 1,517,808
Expansion Non-Revenue Vehicles	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Transit Plans and Studies	$0	$0	$201,630	$0	$331,224	$0	$0	$0	$0	$182,849	$ 715,703
Transit Security Equipment	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Transit Technology	$0	$0	$18,571	$0	$74,285	$113,655	$110,408	$0	$0	$0	$ 316,919
Transit Customer Facility/Bus Stop Infrastructure	$72,930	$357,533	$365,777	$374,851	$384,910	$396,180	$208,075	$105,479	$116,518	$130,977	$ 2,513,231
Other Transit Capital Projects	$0	$31,212	$31,836	$32,473	$33,122	$33,785	$34,461	$35,150	$35,853	$36,570	$ 304,461
Total Capital Costs	**$72,930**	**$439,201**	**$670,494**	**$1,772,273**	**$2,802,731**	**$2,480,087**	**$2,926,693**	**$1,536,576**	**$959,679**	**$550,245**	**$ 14,210,909**
TOTAL OPERATING AND CAPITAL COSTS	**$3,301,829**	**$3,935,454**	**$4,278,112**	**$5,470,282**	**$6,593,831**	**$6,409,062**	**$7,257,492**	**$6,002,811**	**$5,580,385**	**$5,350,568**	**$ 54,179,826**
Capital Program	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**10-Year Total**
Capital Revenues											
Federal Section 5307 Urbanized Grant Program	$641,000	$641,000	$641,000	$641,000	$641,000	$673,050	$699,972	$720,971	$735,391	$742,744	$ 6,777,128
Federal Section 5311 Non-Urbanized Grant Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Federal Section 5339 Grants	$130,000	$130,000	$130,000	$130,000	$130,000	$136,500	$141,960	$146,219	$149,143	$150,635	$ 1,374,457
State Capital Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Local Capital Funding	$70,000	$70,000	$70,000	$70,000	$70,000	$73,500	$76,440	$78,733	$80,308	$81,111	$ 740,092
Fuels Taxes and Other Capital Funding	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$ -
Total Capital Revenue	**$841,000**	**$841,000**	**$841,000**	**$841,000**	**$841,000**	**$883,050**	**$918,372**	**$945,923**	**$964,842**	**$974,490**	**$ 8,891,677**
Net Capital (Revenues - Costs)	**$768,070**	**$401,799**	**$170,506**	**($931,273)**	**($1,961,731)**	**($1,597,037)**	**($2,008,321)**	**($590,653)**	**$5,163**	**$424,245**	**$ (5,319,232)**
Cummulative	**$768,070**	**$1,169,869**	**$1,340,375**	**$409,102**	**($1,552,629)**	**($3,149,666)**	**($5,157,987)**	**($5,748,640)**	**($5,743,477)**	**($5,319,232)**	

Total Operating and Capital Program Costs and Revenues	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Total Revenue	**$4,069,899**	**$4,335,622**	**$4,459,821**	**$4,551,626**	**$4,621,236**	**$4,843,734**	**$5,223,911**	**$5,405,027**	**$5,570,550**	**$5,767,397**	**$ 48,848,824**
Total Cost	**$3,301,829**	**$3,935,454**	**$4,278,112**	**$5,470,282**	**$6,593,831**	**$6,409,062**	**$7,257,492**	**$6,002,811**	**$5,580,385**	**$5,350,568**	**$ 54,179,826**
Net Total (Contingency/Need)	**$768,070**	**$400,168**	**$181,709**	**($918,656)**	**($1,972,594)**	**($1,565,328)**	**($2,033,581)**	**($597,784)**	**($9,834)**	**$416,829**	**$ (5,331,002)**
% Local Governmental Share of Total Cost	**65%**	**57%**	**53%**	**42%**	**35%**	**37%**	**36%**	**44%**	**49%**	**54%**	**45.2%**