

Executive Summary

Sarasota County Area Transit (SCAT) is undertaking a Comprehensive Operations Analysis (COA) of its fixed route system in order to identify improvements that can be undertaken to enhance overall network operations.

Development of Service Standards

The SCAT COA began with the development of service standards which were based upon a comprehensive review of similar standards/guidelines for peer agencies to SCAT. Service standards are used throughout the transit industry as a way to measure the performance of transit service and also to create a guide/framework for the creation of new services or modification of existing services.

The purpose of the service standards is to provide SCAT with a framework for continuous improvement. They are not ranked, and one standard is not more important than any other. They have been designed to balance the competing needs of the SCAT system, which seeks to optimize network coverage, financial efficiency and customer mobility. These guidelines provide SCAT staff with targets which to work toward over time. The guidelines may be modified from time to time at the discretion of the Sarasota County Transportation Authority.

The service standards that were developed were used in assessing the performance of each route and recommending changes where necessary.

Details on each of the service standards that were developed is included in Table 1.

Evaluation of the Existing SCAT Network

Prior to developing a list of recommendations, the existing SCAT network was analyzed and documented in the *Existing Conditions Report*. This report documented the existing service (route characteristics, existing transfer stations, and recent service changes), historical trends, existing land use, and origin-destination demand in Sarasota County.

In addition, using the service standards that were developed, a report was developed (*Performance Analysis Report*) that evaluated each of the 28 SCAT routes was undertaken. The results of the evaluation were used, in part, to identify improvements to each of SCAT's routes. Table 2 shows the results of the evaluation by route.

Table 1: SCAT Service Standards

Subject Area	Standard	Metric/Standard
Route Productivity Standards	Passengers per Revenue Mile	Local Routes: Route evaluation should occur when there are less than 0.5 trips per revenue mile. Express Routes: Route evaluation should occur when there are less than one trip per revenue mile.
	Passengers per Revenue Hour (Existing SCAT Standard)	Local Routes: Route evaluation should occur when there are less than seven trips per revenue hour. Express Routes: Route evaluation should occur when there are less than 12 trips per revenue hour.
	Ratio of Revenue Mileage to Non-Revenue Mileage	Individual local routes where non-revenue mileage is more than 5% of revenue mileage and individual express routes where non-revenue mileage is more than 10% of revenue mileage should be examined for potential operating improvements.
	Cost Recovery (Existing SCAT Standard)	Local Routes: Route evaluation should occur for routes with a cost recovery of less than 10%. Express Routes: Route evaluation should occur for routes with a cost recovery of less than 20%.
Service Delivery	On Time Performance	Route evaluation should occur for routes which have an on-time rate of less than 85% (one minute early/five minutes late).
	Trips Operated/Completed	Route evaluation should occur for routes which miss/don't complete 5% of their total trips.
Route Design	Route spacing (network coverage) – Residential	Routes should be spaced between ¼ and 1 mile apart based on population density.
	Route spacing (network coverage) – Non-Residential	Routes should be extended/serve businesses based on thresholds for number of employees/customers.
	Stop Spacing	Bus stops should be spaced an average of ¼ mile apart.
	Bus Stop Amenities	Stops with 20 or more boardings a day are eligible for shelters and stops with 10 or more boardings a day are eligible for benches. Additional benches and shelters may be installed at locations determined to be important based on land uses, high usage of transit by the elderly or disabled, and the overall transit network.
	Overall Directness of Route	Diversions within 3 miles of the maximum load point of a route should only be allowed if they are less than 20 percent of the total route length
Schedule Design	Headway	Local Routes: Most local routes should be scheduled based on overall passenger loading, with a minimum headway of 60 minutes on weekdays. Local routes that have low ridership and/or operate in low density areas should be considered for headways that exceed 60 minutes. On weekends, local routes that operate every 30 minutes on weekdays should have headways of 60 minutes on Sundays. Express Routes: At least 2 to 4 departures in the morning and evening with no minimum headway. Express routes should be scheduled based on overall passenger loading.
	Span of Service	Routes should operate during the primary hours of operation for SCAT service (6:00 AM to 7:00 PM). When loads on the last or first trip are high (max loads of at least 22 people), or SCAT is notified of changes in land use/employment patterns, expanding the overall span of service should be explored. When loads on the last or first trip are low (max loads of 4 or fewer), reducing the span of service should be explored.

Table 2: Evaluation of Service Standards for Weekday Routes (No Ranking)

Route	Passengers per Revenue Mile		Passengers per Revenue Hour		Ratio of Non-Revenue Mileage to Revenue Mileage		Cost Recovery		On-Time Performance (Peak Season)	
	Value	Meets Standard?	Value	Meets Standard?	Value	Meets Standard?	Value	Meets Standard?	Value	Meets Standard?
1	0.99	✓	14.82	✓	0.05	✓	10%	✓	70%	
1A	0.79	✓	14.75	✓	0.06		9%		72%	
2	1.65	✓	25.38	✓	0.12		9%		74%	
3	0.99	✓	16.77	✓	0.09		8%		74%	
4	0.96	✓	20.18	✓	0.05	✓	11%	✓	77%	
5	0.72	✓	11.61	✓	0.05	✓	7%		78%	
6	1.21	✓	23.17	✓	0.03	✓	15%	✓	63%	
7	1.74	✓	26.05	✓	0.08		10%	✓	77%	
8	1.60	✓	27.88	✓	0.05	✓	12%	✓	77%	
9	0.67	✓	15.89	✓	N/A (No Non-Revenue Distance)	✓	12%	✓	77%	
10	0.11		1.76		0.07		1%		63%	
11	0.87	✓	14.24	✓	0.05	✓	9%		62%	
12	2.04	✓	38.06	✓	0.08		16%	✓	73%	
13	0.38		7.63	✓	0.18		4%		68%	
14	1.03	✓	16.24	✓	0.04	✓	10%	✓	71%	
15	0.53	✓	9.29	✓	0.06		8%		73%	
16	0.38		8.20	✓	0.16		6%		78%	
17	0.95	✓	18.87	✓	0.04	✓	11%	✓	68%	
18	0.38		8.58	✓	0.03	✓	2%		70%	
20	0.29		7.46	✓	0.06		6%		74%	
28	0.12		2.86		0.01	✓	2%		87%	✓
29	0.08		1.78		0.06		0%		88%	✓
30	0.22		3.00		0.12		3%		69%	
40	0.40		6.20		N/A (No Non-Revenue Distance)	✓	2%		97%	✓
99	1.79	✓	26.40	✓	0.04	✓	6%		59%	
80X	No Data Available		No Data Available		0.63		No Data Available		58%	
90X	0.08		2.16		0.36		3%		65%	
100X	0.49		15.99	✓	0.69		26%	✓	59%	

Development of Long List of Recommendations

Prior to the development of recommendations, numerous workshops were conducted in December 2015 with both SCAT staff and the public in order to get input on what aspects of the fixed route system could be improved. Altogether, there were five workshops with SCAT staff (maintenance, bus drivers, road supervisors, and customer service representatives) and two public workshops (one in Sarasota and one in Venice).

In addition, a series of meetings were conducted in February 2016 with various municipalities and government agencies to solicit their feedback on how to improve SCAT's fixed route operations. The following municipalities and government agencies were represented at these meetings: Charlotte County-Punta Gorda MPO, Sarasota/Manatee MPO, FDOT District 1, Charlotte County Transit, Manatee County Area Transit, City of Sarasota, Town of Longboat Key, City of North Port, and City of Venice.

Following the completion of the outreach, work began on the generating a list of recommendations to improve the fixed route system. This list was referred to as the "Long List" because it was considered to be a comprehensive list of all recommendations that could be implemented (either in the long term or short term). Items that were deemed to be most appropriate (i.e., short term horizon for implementation) were advanced to another list, called the "Short List".

The Long List of Recommendations included system-wide recommendations, recommendations for new routes, and route-specific recommendations.

The system-wide recommendations included the following items:

- Improving or relocating existing transfer stations
- Identifying the need for a new maintenance facility in South County
- Increasing the number of bus shelters
- Developing peak and off-peak schedules
- Developing a high frequency grid network
- Implementing flex routes for areas that do not support fixed-route service
- Testing demand for holiday service

Seven new routes were also recommended. They were:

- A route connecting Sarasota Pavilion/Gulf Gate Transfer Station to the Sarasota Bradenton International Airport via Swift Road/Tuttle Avenue
- A route connecting the Venice Train Depot to PGT/Tervis/Nielsen Office Park
- A Lakewood Ranch circulator
- A new route to serve Englewood Beach
- A circulator for Venice Island
- A new route from South Venice Walmart to the Venice Train Depot
- A circulator for Englewood

The route-specific recommendations that were developed fell into one of the following seven categories:

- Span of Service – Time service starts and ends, as well as the days of the week service should be provided
- Alignment – What roads the route travels on
- Running Time – Time is allocated to complete each trip
- Headway – Time between vehicles
- Scheduling – Miscellaneous issues including coordination with other routes
- Bus Stop Spacing
- Route Elimination

A list of route-specific recommendations is included in Table 3.

SCAT COA: Recommendations Report
Table 3: Route-Specific Recommendations

Route	Route Name	Summary of Changes							Details of Changes
		Span of Service	Alignment	Running Time	Headway	Scheduling	Bus Stop Spacing	Route Elimination	
1	Fruitville/Downtown	X	X	X			X		<ul style="list-style-type: none"> • Introduce new Sunday service. • Truncate route at Cattlemen Transfer Station using Apex Road/Coburn Rd to access the station. The portion of the route east of Coburn Rd will be served by a reconfigured Route 1A. Service will remain at 60 minutes. • Examine running time to address on-time performance. • Examine bus stop spacing.
1A	Fruitville/Bahia Vista/Downtown		X	X			X		<ul style="list-style-type: none"> • Extend route to serve the Sarasota County Operations Center. Frequency on the entire route would be reduced to every 120 minutes. • Examine running time to address on-time performance. • Examine bus stop spacing.
2	Cocoanut/Old Bradenton/SRQ Airport	X	X	X		X	X		<ul style="list-style-type: none"> • Later northbound service. • Look at potentially interlining with another route due to high non-revenue mileage. • Reconfigure the loop that currently serves the Walmart Neighborhood Market. • Examine running time to address on-time performance. • Examine bus stop spacing.
3	Sarasota Springs/Pinecraft/Downtown	X	X	X			X		<ul style="list-style-type: none"> • Earlier eastbound service. • Move eastern terminus to Cattlemen Transfer Station. • Examine running time to address on-time performance. • Examine bus stop spacing.
4	Downtown/St Armands/Lido Beach	X	X						<ul style="list-style-type: none"> • Introduce new Sunday service. • Later service on Fridays and Saturdays. • Eliminate service along Orange Avenue, Osprey Avenue, Mound Street, and Ringling Boulevard due to low ridership. Buses will be routed directly from the Downtown Sarasota Transfer Station to John Ringling Causeway.
5	Downtown/S Osprey/Swift/Beneva	X	X	X			X		<ul style="list-style-type: none"> • Later northbound service. • Introduce new Sunday service. • Eliminate southbound loop around the Westfield Southgate Mall. • Examine running time to address on-time performance. • Examine bus stop spacing.
6	Beneva/Sarasota Square Mall	X	X	X			X		<ul style="list-style-type: none"> • Earlier southbound service. • Eliminate the last northbound trip. • Eliminate the loop around Westfield Sarasota Square Mall. • Examine running time to address on-time performance. • Examine bus stop spacing.

SCAT COA: Recommendations Report
Table 3: Route-Specific Recommendations

Route	Route Name	Summary of Changes							Details of Changes
		Span of Service	Alignment	Running Time	Headway	Scheduling	Bus Stop Spacing	Route Elimination	
7	Downtown/Newtown/N Orange/NE Plaza	X	X	X	X		X		<ul style="list-style-type: none"> • Earlier southbound service. • Eliminate last northbound trip. • Eliminate last southbound trip. • Serve the Newtown Boulevard loop full-time in both directions. • Extend route to Cattlemen Transfer Station or University Transfer Center Station. • Examine running time to address on-time performance. • Increase frequency on Sunday (1 hour service). • Examine bus stop spacing.
8	Downtown/N Orange/US 301/Tallevast	X		X	X		X		<ul style="list-style-type: none"> • Eliminate last northbound trip. • Eliminate last southbound trip. • Increase frequency on Sunday (1 hour service). • Examine running time to address on-time performance. • Examine bus stop spacing.
9	Venice/US 41/North Port		X						<ul style="list-style-type: none"> • Route onto Jacaranda Blvd, Center Rd, and US 41 Business to Venice Train Depot in order to mitigate for the elimination of Route 13.
10	Siesta Village/Beaches							X	<ul style="list-style-type: none"> • COA is proposing to eliminate this route due to low ridership and duplicative service with Route 11.
11	Downtown/Siesta Key/Gulf Gate	X		X			X		<ul style="list-style-type: none"> • Earlier southbound service on weekdays and Saturdays. • Earlier southbound service on Sunday. • Examine running time to address on-time performance. • Examine bus stop spacing.
12	Downtown/N Lockwood Ridge/University	X	X	X	X		X		<ul style="list-style-type: none"> • Eliminate last northbound trip on weekdays and Saturdays. • Eliminate last southbound trip on weekdays and Saturdays. • Eliminate last northbound trip on Sundays. • Eliminate last southbound trip on Sundays. • Eliminate service into the Walmart on University Parkway. • Increase frequency on Sunday (1 hour service or better). • Examine running time to address on-time performance. • Examine bus stop spacing.
13	Venice							X	<ul style="list-style-type: none"> • Eliminate due to low ridership.
14	Southgate Mall/Bee Ridge	X	X	X			X		<ul style="list-style-type: none"> • Eliminate last westbound trip on weekdays and Saturdays. • Eliminate first westbound trip on Sundays. • Eliminate last westbound trip on Sundays. • Remove the Brookmeade Drive loop due to low utilization. • Truncate route at Berkshire Drive (buses will turn around using the roundabout). Service will be provided to Bee Ridge Extension (the existing terminus) every 90 minutes. • Examine running time to address on-time performance. • Examine bus stop spacing.

SCAT COA: Recommendations Report
Table 3: Route-Specific Recommendations

Route	Route Name	Summary of Changes							Details of Changes
		Span of Service	Alignment	Running Time	Headway	Scheduling	Bus Stop Spacing	Route Elimination	
15	Gulf Gate/Cattlemen/University/SRQ Airport		X	X				X	<ul style="list-style-type: none"> Introduce Sunday service along the portion of Route 15 not served by Route 215S. Eliminate service from the Landings Shopping Center to the Sarasota Pavilion Transfer Station. Examine running time to address on-time performance. Examine bus stop spacing.
16	Venice/Englewood	X	X	X	X				<ul style="list-style-type: none"> Introduce new Sunday service. Eliminate service on Old Englewood Rd, Jacaranda Blvd, and Venice Ave. From Walmart to the Venice Train Depot, buses will use US 41 and US 41 Bypass. Reduce frequency along entire route to every 90 minutes. Examine running time to address on-time performance.
17	Downtown/US 41/Venice	X		X				X	<ul style="list-style-type: none"> Eliminate last northbound trip. Examine solutions to address on-time performance. Examine bus stop spacing.
1713S	Downtown/US 41/North Port Sunday	X	X	X					<ul style="list-style-type: none"> Eliminate last southbound trip. Split the route at the Venice Train Depot to improve on-time performance. Examine running time due to on-time performance issues.
18	Downtown/Longboat Key/Coquina Beach	X	X	X					<ul style="list-style-type: none"> Eliminate last southbound trip on weekdays and Saturdays. Eliminate first northbound trip on Sundays. Eliminate first southbound trip on Sundays. Eliminate last northbound trip on Sundays. Eliminate last southbound trip on Sundays. Eliminate service north of Bay Isles Rd due to MCAT's removal of a bus. Examine running time to address on-time performance.
20	North Port Blvd/Toledo Blade							X	This route was eliminated under service changes that were implemented in April 2016.
215S	Downtown/SRQ Airport/Lakewood Ranch Sunday	X	X	X				X	<ul style="list-style-type: none"> Earlier northbound service. Eliminate last northbound trip. Eliminate last southbound trip. Consider splitting the route to improve on-time performance. Examine running time due to on-time performance issues. Examine bus stop spacing.
28	S Biscayne/Toledo Blade		X						<ul style="list-style-type: none"> Extend service to Toledo Blade Boulevard and Cranberry Boulevard in order to serve the new library and technical college.
29	North Port/City Hall							X	This route was eliminated under service changes that were implemented in April 2016.
30	SRQ Airport/University/Lakewood Ranch				X				<ul style="list-style-type: none"> Reduce frequency along entire route to every 90 minutes and monitor ridership performance for one year.
40	Downtown/Webber/McIntosh	X							<ul style="list-style-type: none"> Introduce Sunday service.

SCAT COA: Recommendations Report
Table 3: Route-Specific Recommendations

Route	Route Name	Summary of Changes							Details of Changes
		Span of Service	Alignment	Running Time	Headway	Scheduling	Bus Stop Spacing	Route Elimination	
99	Downtown/SRQ Airport/Palmetto	X	X	X	X			X	<ul style="list-style-type: none"> • Earlier northbound service. • Earlier southbound service. • Eliminate last southbound trip. • Introduce Sunday service. • Eliminate service between Downtown Bradenton and Palmetto Station due to MCAT's removal of a bus. • Eliminate service along Bay Shore Road (Ringling Museum) to improve on-time performance. Buses will now stay on US 41. • Increase frequency during these time periods and directions to address loading at or exceeding a seated load: <ul style="list-style-type: none"> -9:05 AM southbound -1:35 PM southbound -2:35 PM southbound -4:05 PM southbound • Consider implementing limited stop service due to overall loading at concentrated stops. • Examine running time to address on-time performance. • Examine bus stop spacing.
80X	North Port/Knights Trail/SRQ Airport							X	<ul style="list-style-type: none"> • COA is proposing to eliminate this route due to low ridership.
90X	SRQ Airport/Downtown/Venice/North Port							X	<ul style="list-style-type: none"> • COA is proposing to eliminate this route due to low ridership.
100X	SRQ Airport/Downtown/I-75 to North Port	X	X	X					<ul style="list-style-type: none"> • Eliminate Saturday service. • Add service to PGT/Tervis/Nielsen Office Park. Additional trips can also be added based on demand. • Examine running time to address on-time performance.

The Short List of Recommendations

The Short List is the list of recommendations that were analyzed for implementation in the short term.

After the Long List of Recommendations was developed, six public workshops and three workshops with SCAT staff were used to gather input to select which recommendations would be included in the Short List. Based on these discussions, 45 recommendations were advanced to the Short List. More information on these recommendations is included in Table 4.

Ridership

It is estimated that if all of the recommendations on the Short List are implemented, this will result in a change in average daily ridership of:

- 170 additional trips on weekdays
- 364 fewer trips on Saturdays
- 430 additional trips on Sundays

On a weekly basis, this equates to an additional 916 trips per week, or a 1.7% increase in weekly ridership.

Operations and Maintenance Cost Estimate

By computing the change in revenue hours and applying the hourly rate for providing revenue service (\$83.87 per hour for local service and \$88.35 per hour for express service), the O&M cost for implementing all of the recommendations on the Short List is estimated to result in a savings of approximately \$315,000 per year. This cost includes a 10% contingency.

Capital Cost Estimate

The need for additional capital funding (i.e., new buses) was also examined. Based on the computed vehicle requirements, it is anticipated that no capital funding for new buses will be needed.

Passenger Fare Revenue Impact Estimate

As mentioned previously, implementing all of the recommendations will result in an additional 916 trips per week, or a 1.7% increase in weekly ridership. Since this is a very small portion of SCAT's overall ridership, it is assumed that there will be a negligible impact (positive) on fare revenue.



SCAT COA-Recommendations Report
Table 4: Short List of Recommendations



Category	Route Number (If Applicable)	Recommendation	Reason
Alignment	1	Truncate route at Cattlemen Transfer Station using Apex Road/Coburn Rd to access the station. The portion of the route east of Coburn Rd will be served by a reconfigured Route 1A.	Low ridership east of Cattlemen Transfer Station.
Alignment	2	Reconfigure the loop that currently serves the Walmart Neighborhood Market.	Top half of public support
Alignment	6	Eliminate loop around Westfield Sarasota Square Mall.	Reduce running time to improve on-time performance
Alignment	9	Reroute onto Jacaranda Blvd and Center Rd.	Mitigation for elimination of Route 13 on Venice Island
Alignment	12	Eliminate service into the Walmart parking lot. The new routing is being determined by SCAT staff.	Safety issues with serving Walmart parking lot
Alignment	14	Truncate route at Berkshire Dr (buses will turn around using the roundabout). Service east of Berkshire Dr will be every 90 mins. Service east of Berkshire Dr will be every 45 mins.	Low ridership east of Cattlemen Road
Alignment	15	Eliminate service from the Landings Shopping Center to the Sarasota Pavilion Transfer Station.	Top half of public support
Alignment	16	Eliminate service on Old Englewood Rd, Jacaranda Blvd, and Venice Ave. From Walmart to the Venice Train Depot, buses will use US 41 and US 41 Bypass. Service will be every 90 minutes.	Low ridership on the Englewood portion of the route
Alignment	18	Truncate route at Bay Isles Road.	MCAT removal of a bus
Alignment	99	Eliminate service between Downtown Bradenton and Palmetto Station due to issues with traffic on the Manatee River bridge.	Joint decision with support from MCAT
Alignment	99	Eliminate service along Bay Shore Road (Ringling Museum). Buses will now stay on US 41.	Joint decision with support from MCAT
Alignment	100X	Add service to PGT/Tervis/Nielsen Office Park and add trips.	Continues service to the office park with elimination of Route 80X
Alignment	1713S	Split the route at the Venice Train Depot to improve on-time performance. This will result in two routes: 1. Sarasota to Venice (Route 1713), 2. Venice to North Port (Route 9).	Shorter routes have better on-time performance
Alignment	1A	Extend route to serve the Sarasota County Operations Center. Frequency on the entire route would be reduced to every 2 hours.	Better matches service with low demand east of Cattlemen Transfer Station
Frequency	6	Improve frequency on Sundays from 90 minutes to 60 minutes.	Direction from SCAT as part of upcoming service changes
Frequency	12	Improve frequency on Sundays from 90 minutes to 60 minutes.	Direction from SCAT as part of upcoming service changes
Frequency	30	Reduce frequency along entire route to every 90 minutes.	Low ridership
New Route	N/A	Create new circulator on Venice Island. Final alignment will be determined in consultation with the City of Venice.	Scheduled for implementation in FY 2017 per the SCAT TDP
New Route	N/A	Create a new route that follows the existing Route 16 alignment from the Venice Train Depot to the South Venice Walmart.	Mitigation as part of the realignment of Route 16
New Route	N/A	Create a new circulator for the City of Englewood. Final alignment will be determined in consultation with the City of Englewood.	Mitigation as part of the realignment of Route 16
New Route	33	Reinstate the seasonal Route 33. This route will run from Cattlemen Transfer Station to Siesta Key.	Mitigation as part of the elimination of Route 10
Route Elimination	10	Eliminate entire route.	Low ridership and is roughly duplicated by Route 11
Route Elimination	13	Eliminate the entire route.	Low ridership
Route Elimination	80X	Eliminate entire route.	Low ridership
Route Elimination	90X	Eliminate entire route.	Low ridership
Span of Service	1	Introduce Sunday service.	Direction from SCAT as part of upcoming service changes
Span of Service	2	Later northbound service.	Top half of public support
Span of Service	3	Earlier eastbound service.	Top half of public support
Span of Service	4	Introduce Sunday service.	Direction from SCAT as part of upcoming service changes
Span of Service	5	Later northbound service.	Top half of public support
Span of Service	6	Earlier southbound service.	Top half of public support
Span of Service	6	Eliminate the last northbound trip.	Top half of public support
Span of Service	7	Earlier southbound service.	Top half of public support
Span of Service	8	Eliminate last southbound trip.	Top half of public support
Span of Service	11	Earlier southbound service on weekdays and Saturdays.	Top half of public support
Span of Service	12	Eliminate last northbound trip on Sundays.	Top half of public support
Span of Service	12	Eliminate last southbound trip on Sundays.	Top half of public support
Span of Service	14	Eliminate first westbound trip on Sundays.	Top half of public support
Span of Service	15	Introduce Sunday service from the University Town Center Station to the Pavilion Transfer Station. The existing Route 215S will remain the same.	Direction from SCAT as part of upcoming service changes
Span of Service	18	Eliminate first southbound trip on Sundays.	Top half of public support
Span of Service	40	Introduce Sunday service.	Top half of public support
Span of Service	99	Earlier northbound service.	Top half of public support
Span of Service	99	Earlier southbound service.	Top half of public support
Span of Service	100X	Eliminate Saturday service.	Low ridership on Saturday
Span of Service	215S	Earlier northbound service.	Top half of public support