Cooperative Alliance for Seacoast Transportation
Forum Agenda

- Introductions
- COA Overview and Service Concept Goals
- Proposed System Redesign Concept
- Timeline and Calendar Moving Forward
- Questions and Answers
How does COAST best meet the changing public transit needs of the region with decreased funds?

- Initiated a full review of our services based on the coming end to a large project resulting in a significant reduction in overall operating funds for COAST.

- Gathered public input about the importance of public transit to the region last fall and winter.

- The feedback has resulted in a more dramatic and creative pivot for the system than originally anticipated.
Goals, Part 1

• Separate local routes from routes making regional connections

• Maintain a minimum of hourly frequencies throughout the day

• Operate weekdays and Saturdays, and maximize the consistency between weekday and Saturday service

• Operate most services until at least 8pm, and later when possible

• Prioritize hourly frequencies evenly spread across the day
Goals, Part 2

- Only add additional commuter-focused service if/when the hourly frequency goal is met

- Use all funding that can pay for operations to maximize the amount of services operated vs. adding conveniences (e.g., shelters)

- Prioritize fixed route service throughout the system vs. advance reservation services

- Operate within limited available revenues
Route Names

• Routes that remain much as they are today remain named similarly (e.g., Route 1 or Route 40)

• Routes that are new or represent only portions of a current route are identified using geographic descriptions (e.g., Rochester/Dover local or Junkins line)

• The names we are using now are temporary. When we move to implementation all routes will be named using a route # just like today
## Proposed System Benefits

### Customer Service
- Significantly reduces travel times for the longest trips (by more than 55%)
- Improves timely connections between routes makes regional travel easier
- Hourly frequencies on most routes
- Clockface scheduling on most routes
- Extends service coverage to identified areas
- Maintains current daily span of service

### Cost Efficiencies
- Overall cost reduction
- Greater flexibility to operate routes only when sufficient demand exists
- Makes better use of downtime and bus movements to maximize revenue services
- Eliminates service to some of the lowest ridership areas
- Reduces peak vehicle requirement and associated costs
A More Efficient Network
Timeline/Calendar

Late May/Early June  2\textsuperscript{nd} round of Public Forums to solicit broad public input on conceptual plan for system

Summer  Staff planning based on 2\textsuperscript{nd} round of public input and feedback. Initiate fare review.

September  Public Forums on Fare Considerations and Proposed System redrafts (contingent on funding decisions)
<table>
<thead>
<tr>
<th>Timeline</th>
<th>Event Description</th>
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<tr>
<td>Mid-Fall/Early Winter</td>
<td>Public Hearings on Proposed Service Plan and Fare Considerations</td>
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<tr>
<td>Spring 2020</td>
<td>Design and implement marketing plan</td>
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<td>July 2020</td>
<td>Transition to new redesigned system</td>
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<td>January 2021</td>
<td>Report out on the first six months of operations</td>
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Questions?
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We champion and provide customer-focused public transportation with a commitment to excellence in safety and service.