

Aspects of the Service Being Reduced or Eliminated

Due to reduced funding, route restructuring, or low demand, the following aspects of our current service are proposed to be eliminated.

Service Reduction or Elimination	Reason	Comments
<p>Rochester, Somersworth, Dover, Newington, and Portsmouth Reduce frequency of some services from 30 minutes at peak commute hours to every hour.</p>	<p>Insufficient funding</p>	<p>This design can be scaled up to more frequent service along some or all routes if future funding permitted.</p>
<p>Rochester No more service to East Rochester</p>	<p>Insufficient funding / low demand</p>	<p>This service was added for just a few runs in the morning and evening as part of short-term funding received in 2012. Perhaps due in part to the infrequency of service to this area, ridership has always been low. A more frequent local service connecting to downtown Rochester and the Express Route may see increased ridership in this area. However, funding is not available at this time.</p>
<p>Rochester No more service past Lilac Mall to Rochester Market Place.</p>	<p>Route restructuring</p>	<p>Turning Route 6 around in downtown Rochester, instead of running all the way to the Rochester Market Place, allows this route to run hourly instead of approximately every hour and 20 minutes. This allows it to make connections to one other route every hour, which it could not do if it ran the current route. It also allows 10 round trips to Farmington daily for the same overall cost as the current 7 round trips daily.</p> <p>If the public prefers less frequent service to the Rochester Market Place and is willing to not make convenient connections with other routes, the current route could be maintained.</p>
<p>Berwick Elimination of two stops in Berwick (Sullivan / Goodwin Sts. and Sullivan St. / Pine Hill Rd.).</p>	<p>Route restructuring / low demand</p>	<p>In order for Route 1 to connect each hour with any other COAST routes, it must run in a one hour loop, instead of the current hour and 25 minute loop. The time is saved by streamlining service in Berwick, Somersworth, and Dover. The elimination of these two low usage stops has very minimal impact on walking distance to the service and allows for significantly improved connections with the rest of the COAST system.</p>

Service Reduction or Elimination	Reason	Comments
<p>Somersworth Elimination of service along Main St., Indigo Hill Rd., and portions of Green St.</p>	<p>Route restructuring / insufficient funding</p>	<p>In order for Route 1 to connect each hour with any other COAST routes, it must run in a one hour loop, instead of the current hour and 25 minute loop. The time is saved by streamlining service through Somersworth.</p> <p>In addition, Somersworth has struggled to meet COAST's annual funding requests. By streamlining services, and rightsizing to account for these struggles, it has the effect of reducing the potential financial contributions needed from the City.</p>
<p>Dover Elimination of Washington St. (Henry Law Park) and Main / School St. stops from Route 33.</p>	<p>Route restructuring</p>	<p>In order to better connect the majority of Dover local destinations along a local Dover route, the route needs to turn right from Chestnut St. to Washington St. and serve Whittier, making it difficult to serve these two stops in the time allotted.</p>
<p>Dover Elimination of service to the DMV on Boston Harbor Rd.</p>	<p>Route restructuring</p>	<p>High speed, streamlined service along the Spaulding corridor is critical to the success of this system, both for the attractiveness of the system for regional commuters as well as to ensure the route can make its full loop in the time required to maintain hourly service. There is not sufficient time to stop at the DMV and maintain the express system.</p>
<p>Portsmouth Potential removal of stops on Pease Blvd. and International Dr. in Portsmouth.</p>	<p>Route restructuring / low demand</p>	<p>This is more about how the route is aligned than actual removal of service from this area.</p>