Clever Devices
Where Mobility Matters

CLEVER INSIGHTS

Does Your CAD/AVL System Fully Support Interlining? Here's Why It Should.

Today's modern scheduling systems work hard to provide you with the most efficient and economical service plan. Intelligent scheduling algorithms will often suggest interlining of routes to leverage common transfer points, reduce transfers, manage layovers more resourcefully, and reduce cycle times. The results can be quite effective for your agency's bottom line and can help increase rider satisfaction. But what happens if your CAD/AVL solution doesn't support interlined routes? Quite simply, much of the "hands free" automation benefiting your system users may be diminished.

A CAD/AVL system that doesn't support interlining is unable to properly sequence a block containing anything more than a single route going inbound and outbound. If there is a scheduled route change for the vehicle as a result of interlining, such a system cannot automatically adjust critical functionality. What operations does this affect and put at risk for human error?

What happens if your CAD/AVL solution doesn't support interlined routes? Quite simply, **much of the "hands free" automation benefiting your system users may be diminished.**

On-Time Performance Tracking

A system that does not support interlining cannot automatically switch routes, and as such won't be able to report on-time performance and other monitored route status beyond the interlined point unless the vehicle route assignment is manually adjusted by either the driver or the dispatcher.

Automated Announcements

Similarly, automated announcements beyond the interlining point are dependent upon proper route assignment. Without the system ability to perform this switch automatically, your ADA-compliant announcements are reliant upon manual intervention by system users, introducing significant opportunity for human error.

Destination Sign and Farebox Control

A core advantage of an integrated CAD/AVL system is single source logon and automated control of other on-board systems such as destination signs and fareboxes. A system that doesn't support interlining significantly diminishes this advantage, once again requiring manual intervention at each switchover point to indicate a change of route.

Online Real-Time Passenger Information and Trip Planning

The proper tracking of interlined route switches is required input to GTFS-RT to provide real-time updates. If the CAD/AVL system doesn't automatically support interlining, manual route switching is required to continue to provide accurate real-time information.

Public transit is evolving. We see changes in ridership patterns, new service offerings like flex routing, and the emergence of electric vehicles. Interlining is often a key component of efficient scheduling techniques to address such changes. Even if you've not used interlining before, the future may dictate that you'll need to start.

Don't find yourself with a CAD/AVL system that diminishes the reliable, automated functionality expected from a modern solution.

Discover CleverCAD's full capabilities and why transit agencies across North America choose Clever Devices as their ITS partner.

Click here to download our free CleverCAD eBook.