



CHAPTER IX

Recommended Plan

INTRODUCTION

After reviewing the service options in Chapter VII, the LSC Team prepared preliminary recommendations to be considered by the community and the Transit Forum. After meeting with the Forum, discussing the alternatives with the Public Works Department, and presentations to City Council, the following service is recommended.

RECOMMENDATIONS

The service option recommended by LSC is the combined route-deviation and demand-response service to be operated under contract by Transfort. Service on the route could be either every 30 minutes or every 60 minutes. The recommended schedule is for 30-minute service during peak times and 60-minute service during off-peak times. Demand-response service is appropriate for much of the community because of the low density and corresponding low demand. Demand-response service provides the flexibility to cover a large area with few major trip generators. The demand-response service would operate as a general public service. Paratransit and general public passengers would be served by the same vehicles. The service should operate using real-time scheduling.

Staffing will be important to implement real-time scheduling. It will be essential to have a dispatcher working during all hours of service. The dispatcher will take calls for reservations, take calls for immediate service, schedule trips for the following day, and dispatch immediate requests for service. Dispatching for the recommended service will require 1.5 full-time equivalent positions. The scheduling and dispatching software which is being purchased by COLT will facilitate the real-time scheduling of demand-response trips. Although this will increase fixed costs, the increase should be offset by improved productivity in providing the service. If

Recommended Plan

service is operated by Transfort, this function could be included as part of the contract.

LSC recommends that the City of Loveland contract with Transfort to operate this recommended service. We also recommend that a city employee be made “contract administrator” to oversee the Transfort service. We also recommend that the monitoring requirements in Chapter VIII of this document be placed in the contract.