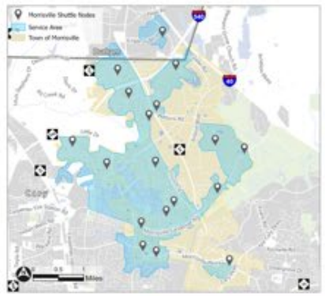
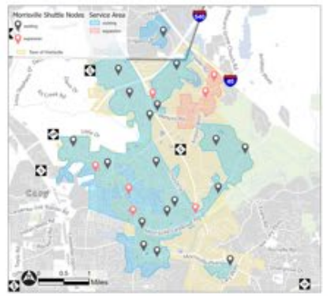
Alternatives Evaluated

Morrisville Smart Shuttle



Microtransit - Existing Service Area
Additional Vehicles



Microtransit- More Nodes
Expanded Service Area and Additional Vehicles

Neighborhood Loop

Neighborhood Line

	Ease of use		System Capacity				Costs	
Evaluation Criteria	**Reliability**	**Directness of Travel**	**Service Coverage**	**Ride-Share Potential**	**Matching Service to Demand**	**Headways/Wait Times**	**Paratransit Requirement**	**Capital Cost**
Goal	Riders can confidently predict the transit vehicle's arrival, ensuring riders can plan their trips with confidence.	Provide the most direct trip from a rider's origin to destination.	Create service stops that are within a reasonable walking distance of riders' homes, workplaces, and key destinations.	Service is designed to maximize ride-sharing, improving the efficiency of the service.	Ensure that the transit service is neither overwhelmed nor underwhelmed by the number of passengers.	The service model matches the current development characteristics of the town.	Agency can easily provide complementary ADA paratransit service as required by law with few additional resources.	Ensure the cost to implement the service is reasonable given each service model's alignment with the other goals.
Evaluation Description	The potential for a rider's trip to differ from the predicted routing and timing.	The potential for a rider to have a more direct trip or less direct trip compared to the existing service.	The geographic area within a 1/4-mile walk from a bus stop or node. Alternatives that have the potential to substantially increase the service area (25% or more) earn two points.	If a service option has more potential for shared rides compared to the existing service.	If a service option is likely to be overcrowded, or if there are not enough riders utilizing the service, based on ridership per hour.	If a service option suits the development pattern of the area in which it serves based on population density. A more suitable service will offer lower headways/wait times.	Which service options require more resources to deliver paratransit service compared to existing service.	The cost of capital items (e.g. vehicles, bus stops, etc.) required to provide a level of service that meets best practices.
Existing Microtransit Service	–	–	–	–	–	–	–	–
Microtransit - Existing Service Area Additional Vehicles	▲	–	–	–	–	▲	–	–
Microtransit – More Nodes Expanded Service Area and Additional Vehicles	▲	–	▲▲	–	–	▲	–	–
Neighborhood Loop	▲	▼	▲▲	▲	▼	▼	▼	▼
Neighborhood Line	▲	▼	▲▲	▲	▼	▼	▼	▼

Overall Suitability given current conditions
0
+2
+4
-1
-1

This matrix evaluates the fit of a transit alternative given the **current operating environment** in Morrisville. Changes to this environment, especially population growth and land use changes, are likely to change the suitability of each alternative.