



Public Meeting Synopsis November 18, 2021

Introduction

Rich Brahler of BCPC provided a brief introduction to the project and key groups involved. This was then followed by consultant project manager, Chad Dixon who provided an overview of the presentation, noting the presentation will touch on Market Analysis, Proposed Transit Types, Proposed Transit Options and closing comments.

Presentation

Mark Szarknoski of FourSquare began with an overview of the market analysis to explain what market factors are considered as routes are explored, key considerations include:

- Five people and/or jobs per acre or more is a key threshold for consideration of a fixed route service, anything below that is better suited for micro-transit;
- Furthermore, connectivity and socio-economic data must be considered as users need to be able to walk to the service and it must make economic sense for them to use it;
- Typical trips for the area are under 5 miles and either concentrated in Quakertown or Perkasie/Sellersville. Allentown and Philadelphia do not appear to be major destinations for this area. There is a moderate level of connectivity between Quakertown and Perkasie.

Mark stated that any proposed service must provide short trips to Quakertown, Perkasie, and Sellersville; Connect Quakertown, Coopersburg, Sellersville, and Telford, while also consider some service to LANTA/SEPTA modes; and lastly consider service on 309 while managing issues with safety verses the demand for service.

Boris Palchik and Natasha Manbeck, then spoke about the proposed transit types and provided a brief overview of fixed transit and micro-transit. Spencer Gober of DVRPC asked if micro-transit can drive real estate development. Boris said he is not aware of a study that indicates micro-transit can drive development.

Boris began to speak to the proposed services for Perkasie and Sellersville. The description is as follows:

- Route A Fixed Route Sellersville to Perkasie, running from Grandview Hospital to Pennridge High School.
- Zone A Micro Transit Option, covers 12 square miles centered on Perkasie/Sellersville and connects to the Route 132. Can be laid on top of Fixed Route A.

Hal Schirmer commented that he believes the Route 132 should be extended to Bucks County Community College, noting local senior citizen residences may benefit from a fixed route service. He felt shuttle services from the area's senior centers should have been incorporated into the map and study. Finally, he noted that there is an overall lack of awareness of transit options amongst Upper Bucks residents and felt that more advertising should be done to promote transit services. Specifically citing the lack of residential and municipal

officials at the meeting as a sign of lack of awareness. Rich Brahler did relay to Hal that municipal managers and officials participate in the steering committee and are aware of the study.

Boris then reviewed the proposed options for Quakertown:

- Route B bidirectional loop, covering St. Lukes Hospital, Richland Crossing, Downtown Quakertown, Quakertown West Apartments, and Grundy House.
- Route B micro-transit zone, covering 34 square miles encompassing Trumbauersville, Richlandtown, I-476 Park and Ride, and up to Coopersburg. This option can be laid on top of Fixed Route B.

Hal indicated that private inter-city bus services were not listed on map as connections. Steve Biddle supported and reiterated that they should be noted on the map. Steve Biddle also proposed extending the fixed route B option to the 476 Park and Ride.

Boris covered the last proposal that links Quakertown to Telford and potentially Coopersburg.

- Route C extends from Richland Market to Telford Market and Bus Stop which contains an optional flex zone that goes to Fairmont Village in Coopersburg, following Route 309.
- No micro transit it proposed for this corridor.

Hal noted that we should have service to the Doylestown-Lansdale Rail Line. Rich reiterated that it's not economically feasible to provide that service and that it has been reviewed by the County several times with the same conclusion.

Hal inquired as to why a diesel trolley can't run on the existing freight line that runs from Lansdale to Quakertown. Rich informed him that it's more complicated than simply running a trolley on these tracks, but then refocused the conversation on the proposed services.

During the presentation several polls were conducted, the results are summarized below in Attachment B.

Chad then recapped the remaining project timeline. Rich closed the meeting by reminding everyone that there is a project website and it can be found at www.tinyurl.com/UpperBucksPT. Also, anyone can provide comments by sending an email to Rich at rgbrahler@buckscounty.org.

Attachment A: Attendees

Name	Agency
Richard Brahler	Bucks County Planning Commission
Christian Regosch	Bucks County Planning Commission
Paul Gordon	Bucks County Planning Commission
Matt Walters	Bucks County Planning Commission
Chad Dixon	McMahon Associates, Inc.
Natasha Manbeck	McMahon Associates, Inc.
Boris Palchik	Foursquare ITP
Marc Szarkowski	Foursquare ITP
Jim Raymond	Bucks County Transport
Spencer Gober	Delaware Valley Regional Planning Commission
Lou White	Doylestown DART
Jacqui Baxter-Rollins	Partnership TMA
Bryce Morita	Public
Lisa Collins	Public
Steve Biddle	Public - Quakertown
Hal Schirmer	Public - West Rockhill
Mark Cassel	Southeastern Pennsylvania Transportation Authority
Jim Hopkins	Springfield Township

Attachment B: Poll Results

	Votes
1. Which of these areas do you think is the highest priority for transit routes/zones?	
All three	2
Quakertown-Richlandtown-Trumbauersville	2
PA 309 Corridor	1
Perkasie-Sellersville	1
2. Which Perkasie Sellersville option do you prefer?	
Route A - fixed route bus or similar	2
Zone A - microtransit	2
A different route or zone than what's proposed (specify in chat)	1
Both	1
3. Which area outside upper Bucks County do you think is most important to connect to?	
Both	2
Telford (SEPTA)	2
Coopersburg (LANTA)	1
Neither	1
4. Which option are you more likely to use and that you think works better?	
Route B (fixed route bus or similar)	4
Both	1
5. If Route B can only have one northwestern endpoint, which is more important?	
A different endpoint (specify in the chat)	2
St. Luke's new Upper Bucks Campus	1
6. Which function would you use Route C for, and which do you think it should it focus on?	
It should do all the above	3
Focus on local connector service between Telford, Sellersville, and Quakertown	2
Connect to LANTA for commuters going to Allentown	1
It should do something else (specify in the chat)	1
7. How important is Route's C option to extend to Coopersburg?	
Somewhat: consider it if resources allow	2
Very: it should be a top priority	2
8. If Route A can only have one southwestern endpoint, which is more important?	
Telford's Landis Market (SEPTA Route 132)	4
Grandview Hospital	1