

Upper Bucks Public Transportation Feasibility Study
Steering Committee Meeting #4
February 10, 2022

1. **Introduction** – Rich introduced the Planning Commission team and then turned the meeting over to Natasha Manbeck.
2. **Project Schedule** – Natasha discussed the work to date and current work underway. She also indicated that the project will be completed by June of 2022.
3. **Public Meeting** – Natasha discussed feedback received at last public meeting held on November 18, 2021. She provided on discussion on the SEPTA Route 132 Bus Route and challenges associated with trying to provide connections to this route. Mark Cassel also provided some background on SEPTA Bus Revolution and how it could impact the Route 132.
4. **Transit Service Options** – Andrew Zalewski then discussed the transit service concepts they developed and refined for the study area.
 - A. **Microtransit: PA-309 Corridor** - A microtransit service that serves a single 47 square mile zone that covers Perkasio, Sellersville, Quakertown and large portions of the surrounding townships. Assumes 7 vehicles to operate with 20 minutes median wait times. Estimates 450 daily riders Provides connections to Route 132, 505 LANTAFlex Zone, I-476 Park and Ride and Lansdale Regional Rail Station.
 - B. **Fixed Route A: Perkasio - Sellersville** – would serve Perkasio and Sellersville from Grandview Hospital to Pennridge High School. Approximately 10 round trip miles. Two peak vehicles required. 30 minute peak frequency and 60 minute off peak. Could be timed to connect with PA 309 Connector Route.
 - C. **Fixed Route B: Quakertown** –would serve Quakertown from St. Luke’s Hospital and circulate around Quakertown. Approximately 17 round trip miles. Three peak vehicles required. 30 minute peak frequency and 60 minute off peak. Could be timed to connect with PA 309 Connector Route. It would be a bi-directional loop for more direct travel.
 - D. **Fixed Route C: 309 Connector** - Route that provides connection to Telford and SEPTA Route 132, and proposed Route A and Route B alignments, and a potential connection to LANTA service in Coopersburg. Approximately 26 round trip miles. Two peak vehicles required. 45 minute peak frequency and 60 minute off peak.
5. **Discussion**
 - A. Microtransit connects to more distant points of interest, such as Coopersburg and the I 476 Park and Ride, difficult to cost effectively serve on fixed routes
 - B. Microtransit can offer more startup scalability (smaller zones and fewer vehicles before enlarging or combining zones as ridership increases)

- C. Microtransit offers the convenience of a one seat ride to Lansdale, whereas fixed routes would require transferring between three routes (Route B > Route C > SEPTA 132 or Route A > Route C > SEPTA 132).
- D. Andrew then discussed preliminary cost estimates for each of the services. The microtransit provides the highest ridership, but at the highest cost. The estimated cost is between \$1,700,000 and \$2,200,000 per year. Route A is estimated at \$500,000 to \$900,000 depending on the type of management of the service. Route B is estimated at \$750,000 to \$1,400,000 and Route C was \$500,000 to \$900,000.
- E. Based upon the previous information, Andrew discussed the recommendations from the consultant team. The Team feels microtransit is the most appropriate solution for the service area. However, it does have low potential ridership and the large geography makes it difficult to operate cost-effectively. However, it is easily scalable. Fixed route could be implemented if ridership demands it. Ideally, all three fixed routes would operate as a network.
6. **Factors for Success** – Natasha discussed what’s necessary for success.
- Needs to be a cooperative effort
 - Should be small and scalable
 - Private sector partners need to be involved
 - Has to be driven by local champion(s)
7. **Conclusion and Next Steps** – Rich indicated that there will be one more Steering Committee Meeting

Attendee List

Agency	Contact
Bucks County Planning Commission	Rich Brahler, Director of Transportation Planning
Bucks County Planning Commission	Christian Regosch, Transportation Planner
Bucks County Planning Commission	Evan Stone, Executive Director
Bucks County Planning Commission	Paul Gordon
Four Square	Boris Palchik
Four Square	Marc Szarkowski
Four Square	Andrew Zalewski
McMahon	Chad Dixon
McMahon	Natasha Manbeck
DVRPC	Spencer Gober, Senior Planner
Haycock Township	William Taft
LANTA	AJ Jordan
LANTA	Curtis Mason
LANTA	Brendan Cotter
Milford Township	Jeff Vey, Township Manager
Milford Township, QAPC	Malcolm Vinger
PennDOT	Fran Hanney, Traffic Control Specialist
Quakertown Borough	Scott McElree, Borough Manager
Quakertown Community School District	Todd Hippauf, Director
Quakertown Community School District	Chris Spear
Richlandtown Borough	Bryce Morita
Sellersville Borough	Eileen Bradley Borough Manager
Senator Mensch	Shaina Ward
SEPTA	Mark Cassel, Director of Service Planning
TMA of Bucks County	Steve Noll, Executive Director
Upper Bucks Chamber of Commerce	Danielle Bodnar, Executive Director
West Rockhill Township	Hal Shirmer, Township Supervisor