

Corridor Two Regional Rail Feasibility Study and Alignment Alternatives

TECHNICAL MEMORANDUM 1.0

Stakeholder Feedback: Hershey Funding Partners

December 2009

Corridor Two
Funding Partners Meeting #1
Hershey Press Building
July 17, 2007

Summary of Written Feedback From Participants

Corridor Two in 2017 — Assuming full operation in ten years, what does the ideal Corridor Two service look like? Describe the Corridor Two system characteristics ten years from now (e.g. the riders, type of service, service frequency, hours and days of operation, number of stations/locations, etc.).

Topic	Response
Service Design	<ul style="list-style-type: none"> ▪ Regular service east and west ▪ Service from Harrisburg to Lebanon on dedicated lines ▪ Light Rail supplemented by bus ▪ Rapid Transit (light or heavy rail) Harrisburg to Hershey to Palmyra, Cleona, Annville, Lebanon ▪ The possibility of direct access to HIA without going thru Harrisburg. ▪ Ability to get to airport on rail ▪ Schedules geared to employment shifts ▪ At commuters' origin you need satellite parking facilities with shuttle service to in-town stations and shuttle service to ultimate destination – primarily places of employment ▪ There needs to be a feeder system from stops to major corporate entities ▪ Bus service from intermodal station at Hershey Press Building to Hershey Park, Chocolate World, Med Center, Giant Center, Stadium. ▪ Provide access to Tech Port, Wal-Mart, Hershey Medical Center ▪ Shuttle Services to ultimate destinations as direct as possible (i.e. not an excessive number of stops on each shuttle loop. ▪ Coordinate shuttle service with rail arrival/departure. ▪ Must be seasonally adjusted (i.e. 6060 employees at Hershey Park May 20th - Sept 10th)



	<ul style="list-style-type: none"> ▪ There needs to be the adaptability to increase service for special events, etc.
<p>Users</p>	<ul style="list-style-type: none"> ▪ <u>employee</u> transportation needs ▪ Transportation to accommodate <u>visitor</u> needs with park-and-ride stations strategically located to eliminate predictable traffic jams during heavy Park/Stadium use. ▪ Consider that a large part of the <u>workforce</u> in the <u>urban area</u> will not have transportation available to them – how do they get to the Hershey Company, Medical Center and other places of their employment? Connector Transportation? ▪ Is there a separate impact for <u>tourist users</u>? ▪ Riders include <u>workers</u> and <u>travelers</u>. ▪ Riders <ul style="list-style-type: none"> • <u>Commuters</u> from Lebanon to Hershey and Hershey to Harrisburg. • Participants in Hershey attraction (<u>park users; audiences for stadiums, arena</u>). ▪ The Penn State Hershey Medical Center has two major transportation issues that relate to this project. <ul style="list-style-type: none"> • <u>Employees</u> that need transportation access from both east and west. This includes those living in suburban areas that would use park and ride. In addition, potential employees that live in urban areas of Harrisburg and Lebanon that are dependent on mass transit to get to work. We currently are the largest non-governmental employer in the region with 8,000 employees and expect that to increase. • <u>Patients</u> – this past year we had approximately 800,000 patient visits to the Medical Center. This does not include friends and families visiting patients.
<p>Frequency</p>	<ul style="list-style-type: none"> ▪ Frequency <ul style="list-style-type: none"> • 15 minute intervals at peak hours (both commuting & performances)



<p>Frequency (cont.)</p>	<ul style="list-style-type: none"> • no less than 30 minutes rest of day and evenings ▪ Frequency of service should change with the early and later time of the day for workers using the line. For instance, every 20 minutes in both the morning and afternoon peak. ▪ On the hour/half-hour. ▪ Rush hour headways of 15-30 min. ▪ Off-peak headways of 1-2 hours ▪ During peak times no less frequently than 15 minutes. ▪ During non-peak hours, service at 30-60 minute intervals. ▪ Weekend service at the non-peak weekday intervals; limited frequency service during evenings/nights to accommodate major employer shift changes. ▪ Runs every half-hour. ▪ Ideal service would include frequent rush hour service
<p>Hours/days</p>	<ul style="list-style-type: none"> ▪ 24/7 service ▪ 7 days a week. ▪ To be effective, this has to be a 24/7 operation. ▪ Operates daily from 6:00 a.m. to 8:00 p.m. (less on weekends) ▪ scheduled trains throughout the day and evening.
<p>Stations</p>	<ul style="list-style-type: none"> ▪ Strong (?) but few stops along the line ▪ There would need to be a station at University Drive and 422 to bypass congestion in center Hershey. ▪ Four participants identified specific station locations (number of mentions shown in parentheses) <ul style="list-style-type: none"> • Harrisburg (4) • Hummelstown (4) • Hershey (4) • Palmyra (4) • Annville/Cleona (4) • Lebanon (4) • Paxtang (1) • Rutherford (1) • Lower Paxton Twp. (1)



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Most Important Issues & Questions—what are the most important issues and questions to be addressed by the study?

Topic	Response
Service Design	<ul style="list-style-type: none"> ▪ Parking at stations along Corridor Two route. ▪ Planned right-of-way for light or heavy rail not subject to delays by N.S. ▪ Is the HIA connection possible? ▪ Type of Service ▪ The options available to establish service between Hershey and Harrisburg, and Lebanon to Hershey. ▪ Norfolk Southern Trackage, or right-of-way over Route 322 through Middletown/Hummelstown? ▪ Access to dedicated lines ▪ Ability to co-exist with Norfolk Southern ▪ Areas to be served
Demand	<ul style="list-style-type: none"> ▪ Demand for service, by location ▪ Projected ridership (2 responses) ▪ Ridership survey to determine projected usage levels given the matrix of variables (frequency of service, assumed fare schedule expressed in terms of percentage of cost to travel by car) ▪ Ridership by demographic region
Frequency	<ul style="list-style-type: none"> ▪ Realistic frequency of service
Cost	<ul style="list-style-type: none"> ▪ The estimated cost of each alternative (5 responses) ▪ Operational cost at completion, and required subsidy ▪ Funding options
Implementation	<ul style="list-style-type: none"> ▪ The estimated time to completion of each alternative ▪ Determine the funding stream from the outset. ▪ Sources of federal and state funding

Other	<ul style="list-style-type: none"> ▪ Economic impact of state and federal funding ▪ Environmental impact; both pro and con
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What are your expectations for this study?

Topic	Response
Demand	<ul style="list-style-type: none"> ▪ Whether such a line will be used and by whom ▪ Ridership
Cost	<ul style="list-style-type: none"> ▪ A good look at the cost ▪ Having a clear sense of costs, both operating and start-up.
Funding	<ul style="list-style-type: none"> ▪ Ability to fund the project
Implementation	<ul style="list-style-type: none"> ▪ That we will have the study but that implementation is difficult if not improbable in the next 20 years. ▪ Rapid transit Harrisburg to Hershey to Lebanon by 2017. ▪ That it will answer the questions above in the context of the service decided upon ▪ Provide answers and guidance for MTP and stakeholders. ▪ Viability of parties working together to make this possible ▪ Likelihood of successful outcome. ▪ Timelines ▪ Potential sources of start-up funding.
Other	<ul style="list-style-type: none"> ▪ Addressing wish-list (services, stations, etc) on reverse side.

Imagine – You Can Decide – If you had the power to make Corridor Two happen, what would you do?

	Response
<p>Note – only one participant provided written feedback on this question</p>	<ul style="list-style-type: none"> ▪ I would use the power of Hershey to gain buy in and support of elected state and federal officials to lead the effort for funding. ▪ Hershey Foods has spheres of influence, Hershey Trust has other spheres, HERCO has others, and the Medical Center has others ▪ the political support has to line up political “champions” who will champion the cause at each level of government.

Other Comments:

No Written feedback received on this item. Refer to notes of verbal dialogue that occurred during the meeting.