



## F&M Allowed to Police Much of City and Township

According to an Opinion Letter prepared by a prominent law firm, Franklin & Marshall special police may well have police standing within 500 yards of the campus and any other property owned by the College. **Since the residence provided to its president, John Fry, is situated in the middle of School Lane Hills, that sedate community and the western part of the City now fall largely under twin police jurisdictions.**

The briefing concludes: “We believe a court would conclude that Fry’s residence is part of the campus property and that campus police may exercise their authority up to at least 500 yards from campus property.”

“The most effective way to challenge this expansion of power would be through the legislature. Private colleges are subject to no oversight or

pecuniary constraints as state-funded universities are. The legislature can modify the behavior of a state university by threatening or cutting off its funding. It should follow that private colleges are entitled to less police authority because they are not as accountable to the people from which they ultimately derive such authority.”

**The Lancaster Police are highly trained and report to city and township officials who in turn must answer to the electorate. The F&M police force only answers to John Fry. Citizens do not get to choose the president of F&M!**

Theoretically, F&M can indefinitely expand its police jurisdiction by purchasing additional real estate. May we suggest a row house for sale near the State Capital?

## F & M to Tear Down Pedestrian Overpass; Students Crossing Highway Cause Traffic “Slow Down”

In response to an inquiry of Franklin & Marshall if there were plans to tear down the Harrisburg Pike pedestrian overpass, *NewsLanc* received the following response from Dulcey Antonucci, F&M Director of Media Relations:

*“To answer your question, our long term master plan that was approved in February of this year does include removal of the bridge. However, there is no timetable or active discussions about the removal. Since the bookstore moved to the center of campus, the bridge is used by very few people. We want to keep pedestrian traffic on the sidewalk to calm and*

*tame traffic and make the road safer: there is the perception by drivers that if pedestrians are around, they slow down.”*

First, F&M insisted on replacing the middle lane of Harrisburg Pike with a grass island because somehow this was to deter students from crossing in the middle of the block (which makes no sense to us). Now we are told that students are to be put at risk in order to encourage drivers to slow down!

Does anything that happens at or comes from F&M these days make any sense?

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## Trolley Car Hype Based on False Premise

A Sept. 9, 2007 *Sunday News* article on a proposal to bring trolley cars back to Lancaster downtown streets quoted Jack Howell of the Lancaster Alliance, and a member of the Streetcar Co. board, as follows: “‘We are not going to be subsidized by RRTA,’ said Howell, though RRTA is likely to be the conduit for federal and state funding for construction of the system...”

A follow up *Sunday News* article of Nov. 18, 2007 reports: “A trip to Dallas, Texas, where the McKinley Avenue system ‘appears to be a system similar to what we plan’ is in the works as well, said board chairman Tim Peters, chairman emeritus of Warfel Construction Co.”

**News to *Sunday News* readers: The McKinley Avenue system indeed attracts a lot of riders. But it does not charge any fare. Free is always popular!**

*NewsLanc* has proposed that the current faux trolley buses be free and run an expanded loop route as far south as the Water Street Rescue Mission and north to the Amtrak Station. If being free is the key to ridership, there is no reason to spend at least \$14 million to build a system and to clog our streets since it may have little if anything to do with attracting riders.

**Frequent downtown free loop service may prove successful and, if it doesn’t, the experiment can be discontinued without much damage.**

*NewsLanc.com* is willing to split the cost with the Lancaster Newspapers of a public opinion poll of city residents asking if they approve of the introduction of trolley cars on downtown streets.

## “[Rail] Transit Oriented Development Does Not Work.”

On July 6 at or about 11 AM, C-SPAN radio presented a delayed broadcast of speakers at the conference of the American Dream Coalition that took place on May 17, a segment of which was devoted to Houston, TX and the alleged detrimental effect on visitors and businesses due to the introduction of Light Rail Transit effectively narrowing major city streets to a single lane for auto traffic. (Reference was made to even worse results in Portland, OR.)

Light Rail differs somewhat from the trolley (street) cars envisioned for Lancaster in that it has its own private street lane and priority at intersections.

**According to Architect Ted Richardson, “[Rail] Transit oriented development does not work.” He went on to say that the amount of public transportation**

**traffic to the busy downtown area remains at pre- rail levels, with ridership simply switching from bus routes to light rail once buses were discontinued.**

Richardson stressed that instead of attracting more business and increasing real estate values along the route, narrowing the use of major city streets to accommodate light rail has led to significant vacancies along the route and little or none of the anticipated new construction. Furthermore, he maintains that downtown becomes desolate in the evening with many businesses now closing at 4 PM.

He said a study in Los Angeles showed it cost 20 times as much to provide service for an additional rail rider than for buses.

## Watchdog: *SUNDAY NEWS*

Its July 6 front page headline “Faith not paying bills: Amish and Old Order Mennonites, who don’t believe in health insurance, are facing personal and financial catastrophes.”

**WATCHDOG:** The title is disingenuous. What it should say is “Lancaster General Hospital has been over charging Amish.”

Stirred by *Wall Street Journal* revelations, the article itself reports fairly and touches, if ever so gently, on posturing on the part of LGH.

But unlike *NewsLanc*’s forthcoming report of its month long analysis of why LGH is earning such phenomenal profits and at whose expense, the *Sunday News* simply reports what it no longer can avoid.

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