



Amtrak Station to Eliminate Nearby Commuter Parking!

NewsLanc has obtained a copy of the “Final Land Development Plan Layout Plan for Amtrak Station” which suggests that once again powerful narrow interests and ignorance are prevailing over sensible approaches.

Divided traffic lanes replace the short term parking in front of the station. And the current commuter daily parking immediately on the east side of the station will be exclusively for . . . Amtrak employees!

Although total car parking would be increased by a third to 185 spaces, most of the added spaces will serve a hundred railroad employees and are located a city block length to the west of the Amtrak Britcher Communication and Signal Training Building.

Passengers – and those meeting them – will walk half a block through heat, cold, rain, ice and snow, often carrying or dragging heavy

luggage to and from new parking areas to the west of the station.

However, if you take a bus from York, you will only walk a few steps. Trailways, which only serves the station perhaps a half dozen times a day, gets a canopy on the east side of the station.

The lame brain proposal for trolley car service to downtown is probably the cause for the elimination of convenient parking. If the current faux bus trolleys were retained, at least forty short term parking spaces could remain in front of the station.

The plans can be viewed at www.newslanc.com/amtrakparking.PDF. Judge for yourself.

NewsLanc urges City officials and the New York firm of Cooper Carry, Architects, to hold public meetings to obtain comments and then start to design afresh.

The Other Side of Lancaster

According to a recent fundraising letter from The Salvation Army:

“In Lancaster County, the number of people coming to us for assistance is increasing – it’s heartbreaking, like those Great Depression soup

lines. In fact, we continue to see a rise in area unemployment as well as increases in homelessness and requests for aid.”

Their mailing address is P. O. Box 868, Lancaster, PA 17608.

Commentary: LGH Gorges on Profits and Gives Crumbs to City

A *New Era* editorial / puff piece of Dec. 21 headed “City benefits greatly from LGH presence” lavishes praise on General Hospital’s downtown expansion program (justifiably), its expansion onto the former Armstrong plant site (desirable) and its contribution of a million dollars annually to the City.

LGH earned \$106 million off of the region in 2006. Contributing a million dollars is chump

change in lieu of paying the approximately \$5 million in real estate taxes it would be obliged to pay if it were not a non-profit foundation.

LGH is a public institution. It earns huge profits from health care paid for by the public. Is it unreasonable for LGH to share 5% of its earnings with the public by paying its fair share of taxes? Just 5%???

A Cloud Hangs Over the Election at Convention Center Authority

Current chair Art Morris appointed only three persons to the nominating committee for 2008 Convention Center Authority officers. With the need for a motion and a second for each candidate, this made it unlikely that more than a single candidate would be nominated.

To make things worse, Ted Darcus erroneously halted committee chairman Tom Lecrone from nominating a candidate to oppose Morris by saying “Point of order, Mr. Chair, you’re not allowed to nominate.” Later, Darcus told a *NewsLanc* reporter: “I just asked a question: Is the chair allowed to nominate?” But the reporter’s recording of the proceedings indicates otherwise. Hear it yourself at NewsLanc.com.

NewsLanc urges Morris to expand the nominating committee so that there can be a contest for each office. Morris will likely be elected, which is fine, but it will be by a fair process.

Letter: Bicyclist Fears Revamped Harrisburg Pike

I am a city resident with a racing mountain bike and I frequently ride it on the stretch of Harrisburg Pike where F&M is planning to construct an elongated island, also called a median strip. This part of Harrisburg Pike, which is a state highway, has only one lane in each direction plus a middle lane that is a stacking turning lane. This middle lane is also used as a fast-response lane by ambulances, police cars and fire trucks. There are absolutely no shoulders on either side of this roadway.

If islands are put in the middle lane, that will throw cars and trucks much closer to me on my

bike. The fact is, I will have to share a single lane with motorized vehicles as there is no bicycle path or even a roadway shoulder for me to ride on.

There are enough hazards in riding bikes of any kind without making the problem worse by putting unnecessary obstructions in the middle of a highway. And these islands, in the opinion of many of my friends and neighbors, have little or nothing to do with safety and everything to do with IMAGE – which is why we think the College wants them.

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