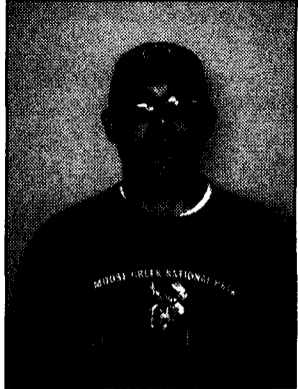


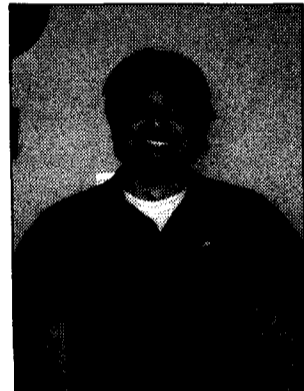


How important is a president's military history?



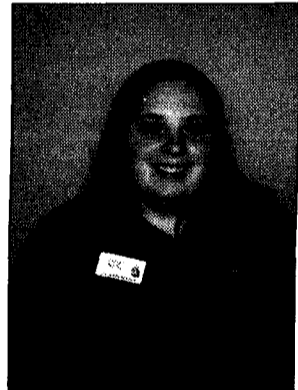
Bill Howe
Communications

"His performance in office is more important than his military service."



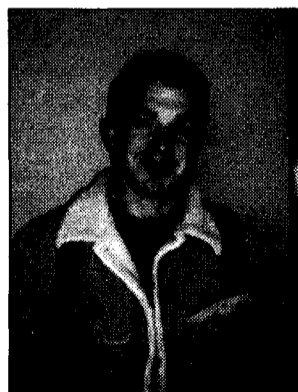
Stacey Myers
Communications

"It's important, but not as important as a good head of hair."



Eric Nelson
Public Policy

"It's important if we go too far because it will help with military decisions."

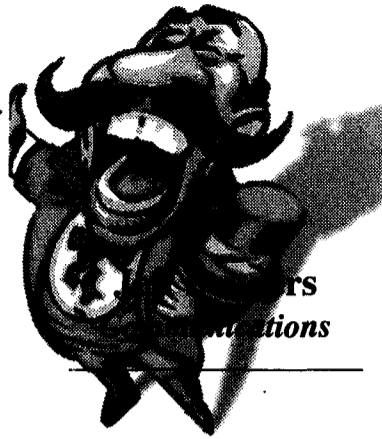


Melanie Wagner
Communications

"I don't think it's that important. We had three generals as presidents and I don't think they did too well."



"It's pretty important. It would show his leadership qualities."



Trucks on campus raise safety concern

Administrative ideas call for trucks to be re-routed

By **DEB MASSIC**
Staff Reporter

Slow tractor-trailers will not prevent students from making it to class on time anymore; at least not for students who are still here in five to 10 years. That is about how long it will take PennDOT to do a survey on truck traffic on and around Penn State Harrisburg, and determine where to build a new road directing trucks to the highway and away from the campus.

Efforts to make the campus safer are part of the school's Master Plan, according to Ed Dankanich, director of Business Services. The goal of the Master Plan, a development of the Harrisburg campus and University Park's Office of Physical Plant, is to predict what the campus will look like in 10 years and how many students the school will have.

"It's a 'what if' game," Dankanich said. "Our number one priority right now is to get rid of the tractor-trailers. We're looking for relocations to move the tractor-trailers another way other than through campus."

The school is part of a team of local businesses including Jednota (located across from Meade Heights), Harrisburg International Airport, the trucking outfit, PennDOT, Lower Swatara legislators, Dauphin County Commissioners, and the Harrisburg Chamber of Commerce. Together, they are looking at how the trucks get into the area and possibilities of how to re-route them. At this point, consultants need to be brought in to do a study.

Dankanich said lots of progress is being made, but the idea has to be put on PennDOT's lengthy list of road improvements, which is why it will take five to 10 years. PennDOT runs on a cycle and a project has to enter the cycle before it is started. After a study is done and a plan is determined, financial implications can be considered. The cost will be split among the campus, PennDOT and the other businesses involved.

When the Air Force left the area, it sold the space to Penn State and the surrounding warehouses. College Avenue was originated as the main access to both. The trucking companies and PSH share an adjacent landowner agreement. They have to work together to come up with a solution.

"The trucking companies pay 50 percent of the road maintenance on College Avenue,"

Dankanich said. "They cover a share of snow removal and the cost of the traffic light."

The trucking company has made no formal complaints about sharing the road. No accidents involving trucks and cars have been reported in the last seven years, according to the campus Chief of Police, Kevin Stoehr, but there have been complaints.

"We get complaints from time to time from students, faculty, and staff, so we try to slow the trucks down," Stoehr said. "We've issued citations. When someone makes a complaint, we look into it."

Some students see the project as unnecessary because the trucks do not cause any major problems, other than slowing them down on their way to campus. Others see potential for accidents.

"I think it'll be safer if they build a separate road," said Julie Mackey, communications. "A truck almost ran me over the other day. It's not safe, especially with more kids walking around next year."

"It's a good idea," said Lora Gloetzner, marketing. "Whenever you're turning left at the light (Main Street and College Avenue), they run you over."

One main cause of concern is that students have to cross College Avenue to get to the Educational Activities Building, and Meade Heights. Dankanich said the issue at hand is safety.

"I had a class in the Educational Activities Building last semester and it was impossible to cross the street," Gloetzner said. "You had to run. The trucks would never stop, only cars."

The team working on the project met monthly this summer and had their last meeting about four months ago. They plan to meet quarterly. PennDOT mentioned the plan on a list of projects at a public meeting this summer.

"Our goal is to get it done as soon as possible," Dankanich said. "But it may take a few years."

"It would be very beneficial not to have to worry about truck traffic at all," Stoehr said. "A college campus really isn't a place for tractor trailers, especially such a heavy flow."

Other items in the Master Plan to be finished more immediately are finishing the classrooms in the basement, home of the former Lion's Den. The arrangement of the rooms and what classes will go down there is still being decided, according to Dankanich. Sprinklers are also being installed in the Capitol Union Building.



An 18-wheeler, enroute to a delivery, passes by Olmsted. PSH Administration is working with PennDOT on ideas that will divert the trucks away from campus allowing less traffic on the roads leading to the parking lots.

Photo by Jennifer Kauffman