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Suburban mayor crusades for Detroit subway

By STEVE BARNABY
Farmington editor

Farmington Area Chamber of Commerce.

But since joining SEMTA McNamara says he has shed his provincialism and is now in full support of the project which will run to 10 Mile.

"Once installed the subway will contribute greatly to the development of the entire area," he said.

McNamara noted the development which has grown under subway systems in Canadian cities and derided the fear of crime which many persons feel comes along with subway systems.

"THE CANADIANS are so far ahead of us. But they have an attitude of doing it, but the public be damned."

He noted that as Canadians become used to their subway system, more and more persons are abandoning their automobiles.

"It's to the point where many young people will probably never have to own a car," he said.

While crime is a concern, McNamara said that newer subway systems are built to cut down on the possibility of such incidents. He warned that comparing new subway systems to that of New York is a mistake.

"The New York subways were designed years ago when crime like we have today didn't take place. But subways are built differently today."

Economic welfare of the area, he said, is of prime importance.

"We must overcome the fear. We can't let southeast Michigan's economy die because of the fear of crime."

A bus transportation system couldn't handle the traffic and development that a subway will, he said.

"If we switch to buses, you would

'We must overcome the fear. We can't let southeast Michigan's economy die because of the fear of crime.'

— Ed McNamara, Livonia mayor

have to have six buses abreast every six seconds down Woodward to fulfill the need," he said.

And while subways are more expensive to construct than the purchase of buses, he said a subway system is cheaper to run and maintain over the years.

McNamara strongly emphasized the economic pluses involved in construction of a subway.

"You put all the development downtown together, the Joe Louis Arena and Ren Cen, and you'll find the subway will do much more.

"We have an obligation as suburbanites to preserve the cultural center in Detroit," McNamara said.

McNamara stuck to his guns when an audience member challenged the idea that the center of economic activity was in Detroit. The questioner felt Southfield was the real business center.

"The greatest need is in Detroit. More people do work downtown than in Southfield. Believe me, if Detroit isn't preserved, you're going to feel it," he told the Farmington business community.



ED McNAMARA

Livonia Mayor Ed McNamara, a convert to the Woodward corridor subway system, came to Farmington Hills Wednesday morning to spread the word.

His plea for support of the controversial \$600 million project came the day after a critical vote in the state Senate where an engineering study picked up just enough votes to pass.

The subway's next hurdle is the state House where opposition is expected to be even more stringent.

McNamara is a member of the Southeast Michigan Transportation Authority (SEMTA).

"When I first came on the SEMTA board I saw no sense of it (the subway)," he said, at a meeting of the



School officials discuss the collision between a Farmington school bus and a passenger vehicle which happened Monday. (Staff photo by Randy Borsi)

Students escape serious injury

Passengers and drivers escaped serious injury Monday when slippery roads led to a collision between a Farmington school bus and a 1976 Chevy Malibu station wagon.

The bus, carrying nearly 20 students from Kenbrook Elementary School, was traveling down Tanglewood near 14 Mile and Halsted at about 3:18 p.m. when the station wagon, headed in the opposite direction, slid across the road

and into the front of the bus, according to police.

Police blamed slippery road conditions during a mid-afternoon snowfall for the accident. Charges weren't pressed against either driver.

Witnesses said that the station wagon was traveling between 25 to 30 miles per hour when it slid across the road while negotiating a curve on the wet pavement.

Bus driver, Kevin James Rogers, 20 of Farmington Hills, said he saw the car slide on the road but was unsuccessful in his attempts to avoid a collision.

The five passengers in the station wagon driven by Anne Elizabeth Schans, 16, of Farmington were treated and released at Henry Ford Hospital's West Bloomfield Care Center. The passengers were between the ages of 15

and 17 years old.

Twelve children who were on the school bus were treated and released at the West Bloomfield hospital. Hospital spokespersons say the children were treated for fractures, cuts and bumps.

One of the bus passengers was treated and released at Botsford Osteopathic Hospital, Farmington Hills. Most of the children on the bus were between 5 and 6 years old.

At Grace Hospital

Farmington nurses join in strike

By MARY GNIEWEK

Mary Jarvis has been spending long days and nights away from her Farmington home lately.

A registered nurse employed by Grace Hospital in Detroit, Mrs. Jarvis is one of 240 members of the Michigan Nurses Association Grace unit who went on strike Jan. 27 for economic and non-money issues.

As a member of the MNA negotiating team, she has been involved in marathon bargaining sessions with hospital management in addition to walking the picket line every day.

Secretaries plan seminar

The Orchard Ridge campus will be the site of a workshop on March 15 sponsored by the National Secretaries Association.

The workshop will be in Building J from 8:30 a.m. to 2 p.m. at the campus located at 27055 Orchard Lake Road. Cost for the workshop is \$12.50.

Checks should be made payable to the Greater International Metropolitan Area Council (GIMAC) and mailed to Betty Conway, 20281 Fleetwood,

Talks broke down again Saturday after 53 hours of continuous negotiations. Tentative plans call for resuming negotiations on Friday.

According to hospital spokeswoman Joan Baldwin, 160 registered nurses and licensed practical nurses as well as aides and student nurses are working.

But for about a dozen Farmington area Grace nurses, the past three weeks have been spent on the picket line in front of the hospital at Seven Mile and Meyers.

Though some strikers have found interim jobs most are still waiting to see what will happen on their home turf with the rift that came after years of labor peace.

"Only 20 or 25 nurses have crossed the picket line — that's not bad out of 240," said Margaret Freeman.

She worked the afternoon shift and carpooled with six other nurses from the Farmington area. Mrs. Freeman said she is prepared for a very long strike.

STRIKING NURSES feel principles in addition to wage disputes make this strike necessary.

"If we didn't have problems we wouldn't have unity behind the strike," Mrs. Jarvis said. She has worked at Grace since 1952.

According to the MNA unit, troubles began four years ago when Grace Hospital merged with Harper Hospital in the Detroit Medical Center.

"The Harper nurses aren't organized and the hospital is trying to break our strength," Mrs. Jarvis claims.

She said this is done by keeping wages of Grace nurses below Harper's rate and also by not giving nurses authority to make decisions when patient welfare is at stake.

"I wouldn't want to tell you some of the things I've seen," she said.

"We feel we are about the only pa-

tient advocates left. There are nurses in the administration who say they'll determine what patient care will be except some of these ladies are so highly educated with master's degrees and doctorates that they're sitting in offices all day, not experiencing the nitty-gritty with the patients.

"To justify their jobs, they're coming up with all sorts of problems where they're going to have to sit at desks longer away from bedside.

"WE FEEL this strike may alert them to what it's really like at bedside. We heard from one that they had no idea we had to work so hard."

Nurses also object to administrators reassigning them from their field of expertise to other departments where they feel less capable of doing the job.

"In many cases, the reassigned nurses didn't have knowledge to operate machinery and perform the job. This puts our license on the line," Mrs. Jarvis said.

The nurses' contract expired Aug. 31, 1979. Issues still unresolved include wages, length of the next contract, and monthly meetings between hospital personnel and union representatives to discuss mutual concerns of the nurses.

Housing plan is cruel hoax, say opponents

By STEVE BARNABY
Farmington editor

A plan to study senior citizen public housing for Farmington Hills was the target of resident criticism at this week's council session.

Leading the resident debate were former councilmember Joanne Smith and Aldo Vagnozzi, member of the Farmington Area Commission on the Aging.

Council unanimously voted to seek out a consultant to study plans for construction on the five-acre plot on Freedom and Drake roads.

Vagnozzi took issue with a plan of action proposed by Councilman Joe Alkateeb at last week's council study session.

"This is a hoax, a cruel hoax," said Vagnozzi.

"This doesn't take care of the need of those in the community we've been talking about for the last two years," he said.

Alkateeb's plan would provide housing for seniors who could afford to pay rent anywhere from \$180 to more than \$300 a month.

Vagnozzi also said the plan would be a hoax on the city taxpayers because there would be costs involved to the city which Alkateeb hadn't addressed.

"A city housing department would have to be set up. You should tell taxpayers how much it would cost them," he said.

ALKATEEB DEFENDED last week's proposal, saying that he was using only approximate figures and a study should be allowed to determine actual costs.

The Freedom and Drake housing project has been the center of controversy for the last two years. Incumbents Keith Deacon, Cathy Jones and Mrs. Smith all were defeated for reelection because of their support for a state bonded housing project.

The plan called for construction of low income housing as well as senior citizen units.

In an advisory vote last November residents disagreed with the state-backed program. Three new councilmembers killed the Michigan State Housing Development Authority (MSHDA) program. Now we do the next best thing —

provide the least possible rent under the circumstances," said Alkateeb.

Mrs. Smith accused the new councilmembers of reneging on a campaign promise to provide alternatives to the MSHDA program.

She narrowed her criticism to newly elected Councilman Donn Wolf at one point in the debate.

"You promised something. A year ago last September, you said many plans were available," said Mrs. Smith. "You have had plenty of time to work out something, but you have said nothing."

William Lange, also a freshman councilmember, defended Wolf, his running mate last November.

"No one said they had an alternative plan," said Lange. He criticized Vagnozzi's attack on the council's attempts to find a senior housing plan.

"The Aging Commission is supposed to work with the council. But when you address us, you put us down in our attempts."

Vagnozzi noted he was speaking as a private resident, not as a commission member.

Wolf said it was ironic that those who supported senior housing previously were now opposing it.

"Maybe new members are needed (on the Aging Commission)," he said.

MRS. SMITH attacked the credibility of the Alkateeb plan, which says a possibility exists that units could be constructed for \$21,000 each.

"The \$21,000 figure won't do it for you," she said.

Alkateeb said he had conferred with Daniel Tosch of Progressive Associates to arrive at that figure.

Mrs. Smith countered by saying she had talked with Tosch and he denied that figure.

"Alkateeb led the council to believe that he drew the plan himself and worked with an expert (Tosch), which he didn't. All you had was a three-minute conversation with him," she said.

But Alkateeb stuck with his figure, saying that he had talked with other experts who said that construction figure was possible.

Lange urged the council to go ahead with its action to study feasibility.

"It's a start. Just because some citizens voice opposition, I'm not going to change my thinking. We need to get a ballpark figure," he said.

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