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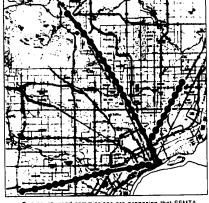
Mixed motives foster opposing transit plans

By TIM RICHARD

Two motives are behind the Wayne and Oakland Courty Road Commissions' proposal that a "light rail" transl system be built in the thi-courty area rather than the more expensive and heavy raid rail system visualized for Detroil by federal and regional officials. The road commission Theselva unvited that a state of the same of the same of the source of the same o

Michigan Transportation
TAI
The differences between the two road
commissions plan and the SEMTA plan
are more than just the kind of hardware.
for they reflect fundamentally different
verse about the future of the tri-county
area known as metropolitan Detroit

ONE MOTIVE in the words of John Grubba, managing director of the Galland County Boad Commission (OGEO, is that the road agencies are worsed about "the impact of a reponal transit system on road needs". In plan words, the SEMTA plan will cost till billion and the road commissions.



Two county road commissions are proposing that SEMTA drop its heavy rapid rail plans and instead build three light rail lines in the corridors represented by the heavy lines with dots. Reading clockwise: The Michigan Avenue corridor from Wayne to downtown Detroit, the Woodward corridor from Pontiac to Detroit, and the Gratiot corridor from I Mile to Woodward to the downtown. (Source: Transportation Planning Associates) ning Associates)

plan BC47 million, or two-thards as much the difference would represent a loss of road funds and power to the road commission. The road agencies don't try londer there are not than prospect.

THE OTHER motive is that the road commission is easily and the road commission is easily to the road commission see a continued decline in polyin in dominon Detroit and population in Detroit of population in Detroit of population in Detroit of population and represent the State of Detroit of State of State of State of the Population and Control of Governments (SEMCOG). of "rationalizing" their clearer for a high-five-titansity system by exaggerating Detroit's future population and the potential referable of State of sons The road agencies don't try to have four fear of that prospect.

THE OTHER motive is that the road commissions see a continued decline in jobs in downloan Detroit and population and proposed the second SSMTA and is sparred agreey, the Sudheath Michael Cooper of Prationalizing, their desired CoOper of Prationalizing, their desired CoOper of Prationalizing, their desired CoOper of Prationalizing in their desired population and the potential redensity of SSMTA officials say the road commissional spratial nature systems of their desired papers and the subtrain and out-hung strail areas SSMTAs were as that the strained appears into the subtrain and out-hung strail areas SSMTAs were as that the strained appears and the selection of the subtrained continued appears and the subtrained continued appears of the subtrained continued appears of the subtrained continued appears and state spending, the others re-under restablishment of the subtrained continued appears and state spending, the others of the subtrained appears and the subtrained commissions. SEMTA hours of the Boomfred Richis say a political methylation in the road commissions. This hour proposal. They re learns are subtrained appears and engineers on its payed with nothing 10 dos.

soon has many pinotes and enqueres on payed with nothing to 30.

THOMAS OROCKEE, managing director of the Wayne County Road Commission (WCRC), disclaimed any interest in "obstancing," SEMTA's plans, adding the ray other public transit system and, given a choice, swed manager and given as these swed managers and the federal Urban Mass Transit Administration, for review Anticipating the charge they would be created with the plans to UMTA, the federal Urban Mass Transit Administration, for review Anticipating the charge they would be created red quity of poking their noises in SEMTA forward their plans to UMTA, the federal Urban Mass Transit Administration, for review Anticipating the charge they would be created red urban masses WCRC Chairman Fred Burden and the SEMTA for the Charge of Michagan And Jahn Goau Jr. of West Boomfield. Soon take over Wildow Run Airport from turnership of Michagan and John Goau Jr. of West Boomfield. Since Chairman of the OCRC fooled that both federal and state highway agencies wave expanded their interests into the broad field of transportation.

broad field of transportation

THE GLTS of the road commusium proposal is that SEMTA drop is prelimary proposal. For two rapid grants here total proposal is that SEMTA drop is prelimary proposal. For two rapid grants here to the two days of the legith Mile, one in the Woodsand corridor and one in the Gratiot corridor. Instead, they proposed three light rail lens studing \$32 miles mining in easing airland or public rights of way.

1 In the Woodsand corridor alongual the Grant Trust Western Hallway tracks from Remassance Center to Proclace a distance with 30 stops on even of 32 mining with 18 to the Woodsand corridor along the Perion Central right of way from a Ford plant in Wayne to Cass Aronice, a distance (186 miles to be covered to 50 minutes with 18 stops.

3 In the Gratiat corridor, following.

with 14 stops

3 In the Gratiot corndor, following
Woodward to East Grand Blvd, then fol-lowing the rad tracks to 12 Mile and Groes-beck Highway in Macomb County, some 13.5 miles in 20 minutes with 19 stops.

THE "LIGHT RAIL" system proposed by the road commissions would consist of single cars rather than trains, although

CREATIVE HOME CENTER

Pathporason values of Biomited et by Russel Thelman of Biomited This prompted SEMTA board member Marilyn Thayer of Ann Arbor to say she was "offended to have that come so late" in SEMTA's own alternature analysis of transit routes and hardware Aller the meeting. Mis alwayer also Aller the meeting, Mis alwayer also more an and destination survey conducted in two weeks."

Bianco said SEMTA's own analysis is considering every kind of hardware proposed by the mad commissions.



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