# Deadlock seen over transit plan

# Close vote hands suburbanite SEMTA gavel Thayer of Washtenaw County. Henry's vote made the difference, thenry was elected to the SEATTA board by the Wayne County Board of Commissioners last month, replacing JA. 1Art Mullen, a Grosse Pointer with downtown Detroit business interests. Supporting Havens were: five Detroit Corporability of the Patroit Corporability of the Patroi

The 8-7 split which elected Livonian Edward H. McNamara chairman of the Southeastern Michigan Transportation Authority board tells two important things about the future of public

tant things about the future of public transit;

The suburbs have a majority.

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The cause it will take 10 votes to decide a major capital plan, it may be that neither a light rail rapid transit plan nor the all-bus alternative plan nor the all-bus alternative flaword by some suburbanites will lawe a majority. There may be a deallock when the SEMTA board next week tries to make its final choice from among seven alternatives it has been analyzing for more than a year.

McNAMARA, mayor of the fifth

largest city in Michigan and a SEMTA board member for a year, defeated Dwight Havens, who as first vice-chairman had been in line to get the chairmanship.

Havens is the recently retired president of the Greater Detroit Chamber of Commerce. Although he is a Grosse Pointe resident, his chamber affiliation places him squarely, in the "Detroit" camp.

"Detroit" camp.

Supporting McNamara were: all three Oakland County representatives—Joseph P. Bianco Jr., Henry M. Ilogan Jr., and R.J. Alexander: two suburban Wayne votes—McNamara's own and DeWitt Henry of the downriver area: two Macomb County representatives—Charles Chalpian and Thomas Tomlinson: and Marilyn

MOVING UP from second vice-chairman to first vice-chairman was Hogan, farmer co-publisher of Oscore & Eccentric Newspapers who is currently launching a national subordan publication. And descond vice-chairman was Mrs. Jackson. a Detroit teacher traiper and an elected member of the Wayne State University Board of Gov-

Supporting Havens were: Ive Detroit representatives—outgoing chairman Tom Turner, Dauris Jack-son, Rudy McCullough, Robert Millen-der and Richard Platt: his own vote: and George Lahodny, an appointee of Gov. William Milliken who was for-merly with Detroit Edison Co.

EDWARD H. McNAMARA A shift at SEMTA

In a show of unanimity that came too late, the board passed a resolution making the chairmanship election unanimous.

THE BOARD is scheduled to decide

Duesday—if it can—among three batches of alternative transit systems for
the seven-county region. These are:

"The theoretical "do-nothing" alterare transitions are being provided and seven-tosupprovement or expansion
which the others are being measured.

"You "low capital" alternatives.

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Ore consists of expanded commuter
rail service to Pontlar. Ann Arbor and
M. Clemens, a people-mover system
in downtown Detroit; improved reqular and small bus service, and 195
express-buses. The second would be
the same as the first plus 80 express
bases in the Woo loard corridor.

"Four "light rail" alternatives, with
various portions underground. Light
rail is a modern version of the old
electric streetcar, with one to three

cars in a train.

The light rail alternatives have caused great political controversy for the past two years.

Many suburban politicos condemn it

almost all the \$800 million capital grant pledged by the federal govern-

ment in the dying days of the Ford administration.

Detroit Mayor Coleman Young maths it because it would bring construction jobs to the city and would award splitting the city as freeways have done.

Several suburban board members who once lawared a rail rapid transit system have couled in the last year or twi. Stunied by the high estimated obstruction costs. There is also the strong prospect that the Carter administration, which wants to boliance the leckeral budget by 1881, will put up no more than the pledged 800 million owith the state putting up \$150 million ovith the state putting up \$150 million ovith the state putting up \$150 million ovith the state putting up \$150 million could rain the first putting the state putting the state putting could be unable to extend rapid transit lines beyond betton city limits.

Young, however, is optimistic he has the political clout with Carter to pry

out more money.

Meanwhile SEMTA General Mgr Larry Salet was in Washington Wednesday meeting with members of the Michigan congressional delegation.



### Refreshingly different

Technology's relentless advance seems to know no bounds as this vending machine in a Plymouth Township party store illustrates. (Staff photo by Gary Caskey)

# Traffic safety signs

Motorists traveling multi-lane high-ways are given advance notice of "left turn only" and "no left turn" lane des-ignations by internally lighted "case" signs hanging between traffic lights. According to John R. Gnau Jr., chairman of the Board of Oakland County Road Commissioners, the signs are readable from 300 feet away, and are an important part of modern tech-

nology contributing to traffic safety.

The signs cost from \$148 to \$284 each, he said, depending on whether they are for one lane only or any combination up to all four ways. The road commission recently awared the purchase of 40 case signs to Lauren Associates, Inc. of Birmingham, at a cost of \$8,500.





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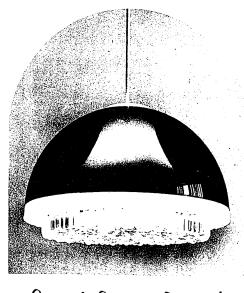
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