



Summer fun

Matt Cole of Southfield examines his bicycle during a recent week-long journey through the Keweenaw Peninsula. As part of the Summer Youth Program sponsored by Michigan Technological

University in Houghton, many activities are offered. Another Southfield resident Linda Hansen participated in the local sketching course at the college.

City opposes new CETA plan

Southfield City Council says proposed revisions to the Comprehensive Employment and Training Act (CETA) will mean hardships for local communities.

The 1973 act expires Sept. 30. Congress is considering changes in new CETA legislation which becomes effective Oct. 1. Southfield currently has 227 CETA-funded employees.

In a resolution to be sent to representatives of Congress, city council members recommended no limit be placed on public service employment. The revision proposed by Congress bars a public service employee from working more than 78 weeks in a CETA-funded program.

The resolution suggests no requirement be added to make retirement expense a cost to the employment agency. It also recommends that federal wages be increased from the current \$10,000 to \$13,000 a year for CETA employees.

The proposed revisions grants CETA-funded employees a 52-week grace period in which to obtain a non-CETA-funded position. It fixes the salary for employees to a maximum of \$10,000. Another proposed change limits the eligibility requirements to the economically disadvantaged.

The Southfield resolution urges eligibility criteria extend to a period of unemployment as well as the economically disadvantaged criteria.

Environmentalists oppose M-275 plan

The East Michigan Environmental Action Council (EMEAC) has taken a stand against the so-called McConnell highway alternative to the cancelled M-275 freeway.

In a letter to State Highway Commission Chairperson Peter B. Fletcher, EMEAC Chairperson Richard Grow said his group was "concerned with the state of near panic on the part of many of the interested parties regarding resolution of the road problem in west Oakland County. We are concerned that this impasse is becoming detrimental to the development of real solutions to the problem."

Acritique of McConnell's alternative was attached to the letter, and Grow noted that EMEAC's position paper was intended to restore "some sense of perspective to remind all involved that the case against M-275 remains alive and relevant and is essentially applicable to the McConnell highway."

Specifically, the critique states that the highway: Opens a new corridor of development and sprawl; will overload the carrying capacity of the land; will not remain a parkway; will aggravate rather than solve local needs; will pose and/or exacerbate pollution problems; will destroy Dodge Park Number Five and a black spruce bog at West Maple and Haggerty; and will harm air quality.

EMEAC also noted that the original M-275 freeway was "in serious trouble at the federal level—with the Department of the Interior and the Environmental Protection Agency—before it was cancelled at the state level," and added that the council expects the Army Corps of Engineers and the federal Council on Environmental Quality to "maintain their involvement" in reviews of alternatives to the freeway.

"And we remind all that the federal problems referred to were under an administration (President Ford's) which was much less environmentally sensitive than the current Carter administration," the group stated. "President Carter has been quite

forthright and direct in stating his determination to minimize sprawl," the EMEAC critique said. "He has stated that he intends to effect this specifically through funding decisions for roads and sewers. It is pertinent to note, therefore, that super sewer has almost certainly become non-viable—not fundable with federal dollars—north of Canton Township, specifically due to the anti-sprawl features of Carter's urban policy."

Further, the environmental group said that the "prospects for any new major facility in the project area, to be funded in significant part with state or federal dollars, are extremely dim."

"We would urge a greater sense of realism on the part of the sprawl lobby or McConnell highway allies," EMEAC stated. "We continue to recommend that attention be focused on upgrading the local road grid to meet currently existing and reasonable future needs in such a way as to not provide more access and capacity than the area can reasonably accommodate."

The McConnell alternative calls for the construction of a six-lane, divided, limited access, landscaped boulevard or parkway along Haggerty Road, from I-96 in Novi to about Pontiac Trail in Commerce, where it would veer westerly over the original M-275 route to M-59 or White Lake Road.

The other alternative now under study by the state highway department was proposed by the Citizens in Opposition to M-275, which joined EMEAC in the successful campaign against the freeway.

Under that plan, Haggerty and Williams Lake roads would be widened to six lanes in a divided, semi-limited access scenic drive, with a seven-lane, divided section along Union Lake Road. The scenic drive would begin at 12 Mile Road and terminate at M-59, with a boulevard connector along 14 Mile Road to Northwestern Highway. A new road north of Oakley Lake Road would connect Union Lake and Williams Lake roads.

Thursday, August 17, 1978

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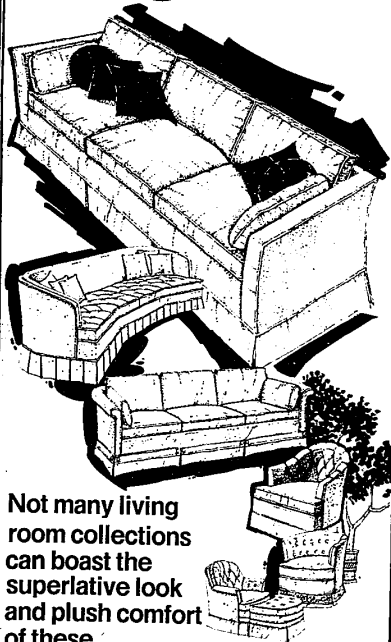
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