

14 Mile traffic safety questioned

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flashing beacons. This has not been completed.

Currently, there is a battery operated flasher on the school signs, but the group feels the electrically operated light is needed.

"It's the flashing light battery operated, and that means that someone has to walk down and turn it on, thus it has never operated," says Martin. The new flasher would be turned on automatically.

"The council did do all the things we asked, the only thing they didn't do was activate the flashing sign, which was one of our priorities," she says.

"I have never got a good answer as to why they haven't changed the flashing signs," says Scott Bacon, Farmington schools administrative assistant. "I do realize that the city must contract through the Oakland County Road Commission to get the work done."

"The dangers our children face in walking to Eagle and Warner Schools have not diminished," says Martin. "In 1980 there were 16 accidents (at the intersection of 14 Mile and Middlebelt), one involving a school child during school hours. Thus far in 1981, there have been three accidents, one of which involved a child during school hours," says Lt. Ernest Miller, of the

Farmington Hills police. Miller also notes this is not a particularly high amount of accidents for that intersection. "Two child-related accidents in two years may not seem like much, but does a child have to be killed before someone sees the need for sidewalks?" says Martin. The council is currently looking into the completion of sidewalks along 14 Mile Road as well as along other major mile roads, says Farmington Hills assistant city manager Bill Costick. And the city is also currently talking to the Oakland County Road Commission on the matter of installing a traf-

fic light, says Costick. "Part of the problem is having to deal with all these different municipalities," says Martin. "They all keep bouncing the ball back and forth." The addition of a stop light requires the cooperative efforts of Farmington Hills, West Bloomfield, Farmington Public Schools, and the Oakland County Road Commission. "The neighborhood groups do not wish to debate whoever is responsible for the delay in the installation of safety mechanisms," says Martin, "but the residents can not help but wonder why it is necessary for citizens to bound their officials to get action."

Fans are ho-hum in strike aftermath

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"I don't exactly feel this strike was good to fans. The owners are at fault," said Jeff Chores of Rochester, "a big baseball fan," who was shopping for a jacket at the Varsity Shop on Main Street.

"I'm glad it is over, though," Chores said. "I'd like to go to the games, even though it costs me an arm and a leg."

"I missed it a lot," said Douglas McEwen of West Bloomfield. "It ticks me off — the whole thing of them not being able to solve it during the winter."

"THE AVERAGE baseball fan is bitter," said McEwen, who refused to watch the all-star game. "Baseball's going to deteriorate over the whole issue." "I think we all learned something

from it," said Tim Powers of Birmingham. "It seems like money is more important than the national pastime." Levin voiced fans' heightened expectations for returning players: "Now that you've gotten what you wanted, you'd better play a whole hell of a lot better." Devotion to another sport dampened some residents' reaction to the strike's end.

"I couldn't care one way or another," Louise Schilling of Troy. "I like football better." "I'm not happy the baseball strike is over," said Steve Balkin of Southfield. "The games cut into the football season and that's a lot more exciting." Then there was the woman shopping in Bloomfield Township who said, "Gee, I didn't even know it was over."

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