SEMTA's big news: crosstown bus patterns

SEMTA's new public transportation plan, due to be unveiled at local hearings next week, em-phasizes the crosstown patterns that riders want.

"Since 1979, we've heard nothing but noise on our plan from the communities," confessed Gary Krause, genral manager of the Southeastern Mich-igan Transportation Authority.

"We looked at the current service maps and the 1990 plan we adopted in 1979, and the only differ-ence was that 1990 was more of the same.

"That's bad. What the people were saying was that the region is a bit more complex than that. It's a multitude of centers, like Los Angeles, not like New York."

New York."

Hearings are scheduled for 1 p.m. Monday in the Oakland County Board of Commissioners auditorium, 1200 N. Telegraph, Pontine, and 7:30 p.m. Wednesday in the Southfield Parks and Recreation Building, 26000 Evergreen.

SOUTHEASTERN Michigan has strong "radial" traffic patterns — the Gratiot, Woodward, Grand River and Michigan Avenue corridors and their corresponding freeways, all built over old Indian

trails.

"But overlaid on that are the east-west move-ments," said Krause, citing the I-896 freeway and other developing east-west roads in Oakland Coun-ty. And the revised SEMTA plan takes them into

other developing usart-west rouge in variants of the project of th

OAKLAND COUNTY's transit centers, in the w plan, will include

Southfield — the Northland, Civic Center, 11

- Ille Labser area.

 Farmington Hills Orchard Ridge campus of akland Community College at Orchard Lake Road with 012 Mile.

 Bilrmingham, an historic downtown.

 West Bloomleid Pine Lake Mall.

 Troy Somersat, Civic Center, Oakland Mall.

 Avon Township Great Oaks Mall.

 Royal Oak 10 and 11 Mile light rail stanns.

fions.

Novi — Twelve Onks Mall.

Novi — Twelve Onks Mall.

Pontlac — central business district.

These centers wil receive high-speed Park and Ride express buses, conventional bus service, neighborhood circulator service and dial-a-ride service.

KRAUSE DE-EMPHASIZES talk of the light rail rapid transit component of the revised 1920 plan, contending "the big news is the redesign of the bus system." But there are changes in the light rail plan, too particularly in the Woodward corridor. Much of the underground ("subway") plan has been scrapped, as has the commuter train that goes only downtown in the morning and back to Pontiae at night.

Instead, he sald, most of the line will run atgrade and some above ground, and will go out to Pontiae.

Pontiac.

Throm downtown Detroit to Royat Oak, it will follow the Woodward corridor, traveling west of the Woodward stores through Highland Park. North of that, it will follow the Grand Trunk Railroad fracks.

THE SEMTA general manager is emphatic that the line makes sense. "Every day we don't make a pall investment in the Woodward corridor is a day we're wasting resources," be said of the heavily tra-

this investment is the control of the heavily travelled route.

The Woodward corridor contains virtually every cone-of-a-kind* service in the seven-county region except Metropolitan Airport, Krause said.

These include the Renaissance Center, Cobo Hall, the Louis and the Renaissance Center, Cobo Hall, the Louis and the control of the Color of the Control of the Color of the Control of the Cont

AFTER PUBLIC hearings, the revised 1990 plan rill go back to the SEMTA board for approval, then the Southeast Michigan Council of Governments

to the Southeast Michigan Council of Governments for inspection.

The federal government will put up most of the capital cost – buses, rall lines and cars. "The federal government position is very clear: It will make major, major investments in public transit. Of the new federal five-cents-a-gallon gasoline tax, one cent has been set saide for transit. It will produce \$1 billion a year," said Krause.

Gross capital cost of SEMTA's plan is in the \$2 billion ballpark, although some capital costs such as buses and terminals are already in place.

"The good news is better service," be said.

The good news is better service, ne sain.

THE BAD news is that when you rely on buses, you have a system that is expensive to operate.

Under President Reagan, the federal government has moved out of providing operating money (salarites, fuel) to transportation agencies, SEMTA is asking the Michigan Legislature to place an operating tax question on the ballot.

A one-cent sales tax is most popular with SEMTA officials because it would yield \$700 million a year. Less popular are a one-mill property tax (\$45 million) and a 1 percent income tax (\$458 million). Combined operating budgets of SEMTA and Detroit's Department of Transportation are about \$150 million, Krause said.



'Every day we don't make a rail investment in the Woodward corridor is a day we're wasting resources."

— Gary Krause

Dome to protect salt stockpile

Rock salt used by the Oakland County Road Com-mission for road de-leing soon will be under a domed roof in its Waterford Township yard, Multi-colored temporary course will be unnecessary.

domed roof in its Waterford Township yard, Multi-colored temporary covers will be unnecessary.

The road commission awarded a \$266,400 con-tract for construction to Horrall Harrington Co. of Pittsburgh. The dome will store 10,000 tons of salt.

The road commission had been storing the salt under cover since the winter of 1979-80, when it enlarged its stockpile to two-thirds of the annual need. Stockpiling has eliminated the salt shortages during crises, according to OCRC chairman John Gnau 17.

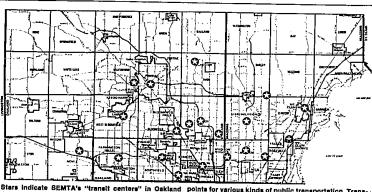
Other salt storage greas will also be improved.

Other salt storage areas will also be improved, Gnau sald.

MOM

Observer

Eccentric



Clip and save.

Stars indicate SEMTA's "transit centers" in Oakland County — traditional downtowns, major suburban mails and employment centers that serve as focal

Captain Frank Mirachi "The Christopher Andrew" Boston, Massachusetts

When Joe Muer

they're fresh."

gets 'em

"I net, clean and pack 'em right . .





