Farmington DDA levies tax on businesses

A TIFA would finance \$1.2 million of the \$1.44 million plan for the 64-acro DDA district. Tax increment revenues are based on "captured as assessed values." They captured as assessed values." They capture the time the area's latest assessment roil was equalized. The Farmington TiFA would begin Jan. 1, 1987, running through Dec. 31, 1993. It would capture 100 percent of the levied tax increases in the DDA district. If the TIFA plan is adopted, work on the first phase of the project could start as early as next spring, officials estimate.

If the city council adopts the TIFA, the DDA would see its initial money during July tax collections—the same time the 2-mill levy would 'be collected, according to Deadman. The downtown plan will bring pedestrian lighting, new sidewalks and additional landscaping to the DDA district. Upon completion, the project will include 160 trees, 108 lights, two proposed crosswalks on

Grand River and Farmington Road and other amenitics, including shielded trash compactors and deco-rative trash receptacles. The DDA project is attempting to

create a quality, small-town envi-ronment for Farmington, according

to the group's goals. Steering com-mittees in the areas of beautifica-tion, communications, consumer is-sues and service-related issues re-main in place as study groups for various parts of the project. Each is chaired by a DDA board member.

Police oppose higher speeds

Continued from Pago 1

Limit on major interstate highways.

Though it might appear that exprivedy seems to be divide faster three days, "what you see lant nectangle for the days, "what you see lant nectangle faster three days, "what you see lant nectangle faster through the days and the days had doesn't mean the 5s mph law should be changed, Cranston the limit on rural freeways.

Admittedly, "speeds have increased slightly or gradually over a period of years" Swan said. In 1985, the average speed on urban interested slightly or gradually over a period of years" Swan said. In 1985, the average speed on urban interested slightly or gradually over a such as M-5s, the average speed was 59.5 mph.

The THE past four years, Michigan had a 55 mph compliance rate of 48.3-4.9 percent — dangerously close to the federal maximum non-compliance rate. This rate is used to electranine whether a state will receive its share of federal highway dollars, Swan said.

"The implication is that at 50 percent a state will lose their money. In BROTHERTON ALSO maintains

"IN THE past four years, Michigan has had a \$5 mph compilance rate of 48.4-48. percent — dangerously close to the federal maximum non-compilance rate. This rate is used to determine whether a state will receive its share of federal highway dollars, Swan said.
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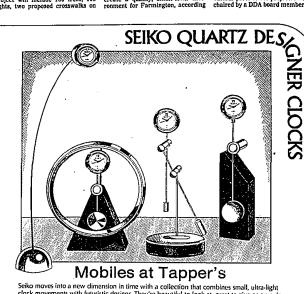
BROTHERTON ALSO maintains

that if the 55 mph limit isn't going to be thoroughly enforced, the law should be changed. Anyway, he said, there is an unwritten policy that most police do not ticket motorists who are traveling a few miles over the limit.

But police say they are enforcing as best as they can with the patrol forces they have. Because enforcement is costly, Cranston believes that speed limit compliance must be, to a large extent, outlineary. The problem with voluntary compliance, however, is that the public is bembarded with messages that say there's no need for slower speeds. The best example of such a message is auto company ads for "muscle carts," with will reach a certain The best example of such a message is auto company ads for "muscle cars," which will reach a certain speed within so many minutes. "You never see ads that say muscle cars can get you to 55 mph," Cranston said.

said.

Increasingly, cars are again being built and advertised for speed. That, coupled with today's inexpensive gasoline, are "signs to the public that there is no need for slow driving. The public just lacks the perception for the need (for safe, slower speeds)," Cransion said.



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School officials discuss tuition policy

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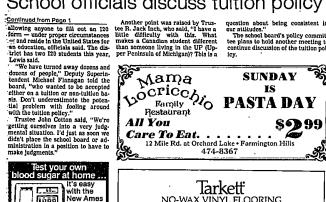
Harry Miller

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question about being consistent in our attitudes."

The school board's policy commit-tee plans to hold another meeting to continue discussion of the tuition pol-icy.







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