

Councilmen Must Accept Voters' 14 Mile Decision

To the Editor:
The Eccentric reports that some 18 months ago it editorially urged the "village fathers" of Beverly Hills to take steps to be listed on the reported problem of Fourteen Mile Road. Now those councilmen are editorially urged to conduct an informational program to let village residents "see for themselves the importance and value of this road development."

You were correct in your Feb. 27 editorial; i.e., the councilmen must—**or should accept the decision of the people when they meet the proposition last year to extend Fourteen Mile.**

It would have been brought before the public.
Instead, the coverage was superficial, telling nothing beyond what was listed on the list. Also, referring from this reporting skimp job were the other road propositions.
Beverly does have more problems than just Fourteen Mile, it must be realized, and still The Eccentric intones only about Fourteen Mile.
Are you interested only in moving the traffic out of Birmingham via Beverly Hills? Where are the inspirational messages concerning the other lay-as-important problems we have?

In the council's letter. And what were the results of those small meetings convened to hear my version of the advantages and disadvantages?
TWO RESIDENTS on Fourteen Mile, and another nearby, one convivial Saturday night took turns over a four-hour period calling an officer of my company to let him know that the firm would lose their business "unless Shurtleff lays off talking about Fourteen Mile."
They were interested only in presupposing that I favored the extension of that road, which was not the case.
Tactics like those are to be expected in community life at least once, perhaps. An elected official recognizes them for what they are—the voice of the unmanured few.

I ACCEPT that directive from the residents of my town and further wonder why Lincoln Road, within Birmingham, cannot be used to live that is essentially a Birmingham problem. A satisfactory answer to that has never been provided.
My position at that time was full approval of the road improvement projects, with the exception of Fourteen Mile. There were too many disadvantages on that one and publicly stated the time that I would welcome the advice of the voters and then follow it.

THERE WERE no explanatory news stories, only a comprehensive informational letter from the council to the residents and a few small meetings where I was able to gather a group to objectively explain the various issues concerning all the roads in question.
Unfounded, emotional statements by a purposeful handful of persons disintegrated the effect of the facts.

YOUR ARTICLE printed Feb. 20, 1964, might have been a reprint of articles written 10 years ago—all with the same end: to get 14 Mile Road opening because a few people in the Village of Beverly Hills are able to block it.
What's the answer to this problem? Is there any way the right of eminent domain can be brought to bear on the Village of Beverly Hills? Should 14 Mile Road be made a state highway thereby permitting the right of eminent domain to take effect? Or what?
EARL N. BRAINE
1645 W. Lincoln
Birmingham

WHERE WAS The Eccentric with its informative news coverage—not editorial—when several road issues were placed on the Beverly Hills ballot for an advisory vote? Had it been The Eccentric or only a few years ago, all the issues

Issues Challenge To Protect Village
To the Editor:
In your article titled "It's Up to You, Beverly"—that is right, it is up to us, the people of Beverly Hills, to protect our village.
We do not want 14 Mile Road opened up to traffic as on 13 Mile or 15 Mile roads.
We live two houses from 14 Mile Road with three small children. I do not want a "highway" that close to my house or children.
We had all the information on the opening of 14 Mile Road and that is why we rejected it.
I sincerely hope that all residents of Beverly Hills remain the "main stumbling block" to a situation which can do "us" no good except create a traffic hazard for the whole village.
MRS. RICHARD W. HUFF
32805 Eastlady Drive
Village of Beverly Hills
Birmingham, Michigan

Solutions

(Continued from 1-B)
Valley View, Baldwin, Lakeview, Lakeside, to Quanton, then east to I-76.
This would make my weekly drive north an enjoyable trip. Also, let's have a five-lane Southfield to Maple, then west to Telegraph; this will reduce the present traffic load on Thirteen Mile Road, which I would favor.

the police in their search for the thieves who, early Monday morning, broke into the Birmingham Fruit and Grocery Company store, 124 North Woodward Avenue, and carried out a safe weighing half a ton and containing several valuable papers, scrip, coins and stock. The safe, its lock broken off and contents taken, was found by Clawson police at about 7 a.m. Monday, lying in a ditch along East Maple near Crooks.

LAST WEEK, I stopped just off Quanton on Chesterfield during our short visit to the north boundary of Birmingham. I was able to visualize what Fourteen Mile Road, constructed to Birmingham standards, would be like.
Sixty-five MPH is apparently a slow speed on Quanton. This road notes that the distance between the under six group.
Today, driving on Fourteen Mile Road, gravel, ruts and all, I passed an extremely small bicyclist on her third of the road.
On Quanton this child would be visiting her psychiatrist to establish normalcy. "Progress Today" quite often leads to "Decadency Tomorrow."

Happenings

(Continued from 1-B)
Believe it or not, Bob Ripley has called on Birmingham for part of the material to fill one of his famous syndicated drawings of world oddities. In a drawing which appeared in newspapers last Thursday, Ripley showed "S. J. Serrell, of Pontiac, Mich.," riding in an old-fashioned gasoline buggy in which, according to Ripley, he was fined \$10 for speeding eight miles an hour in Birmingham back in 1908.
The City of Birmingham's applications for PWA funds with which to construct water treatment and sewage disposal plants have been definitely and finally rejected. The Commission was informed Monday night in letters received by City Manager James W. Parry from Carey H. Brown, acting chairman of Board of Review of the Public Works Administration in Washington, D. C.
Seven thousand households in the Birmingham area were "alerted" this week for the Community House Roll Call by which operating costs of the civic center are met annually. In an illustrated letter appeal, residents of the area were urged to make their contributions, or pledge, to the Community House Fund as soon as possible in order to expedite the work of the campaign which is conducted entirely by volunteer, non-paid workers.

BIG BEAVER—Quanton is today the expressway of tomorrow. Fifteen Mile Road is today a fairly busy street. Fourteen Mile is, west of Southfield, a residential street.
Is it too much to ask to keep it this way? Outside of gravel trucks, what through traffic will use 15 Mile after 696 is complete?
My solution to the road problem is as follows:
1. Allow Greenfield to be constructed as a four-lane thoroughfare from Fourteen Mile to Big Beaver.
2. Southfield to be continued north to Quanton as previously discussed.
3. Evergreen to be paved two lanes wide from Twelve Mile to Lincoln with a one-way bridge complete with stoplights. This is done successfully in the state of Kansas.
4. Fourteen Mile Road traffic to be routed north on Greenfield and Southfield to Fifteen Mile Road to allow the reduction of traffic in the village of Beverly Hills.
A. ROBERT BLIVEN
81688 Nixon
Birmingham, Michigan

the Maples copped their fourth consecutive district basketball championship Saturday night by downing Royal Oak Shrine, 39-21. The Maple quintet didn't click as smoothly as usual due to the loss of Duke Layland, regular center, who sprained his ankle in Friday practice. Birmingham's first encounter in the districts was with Center Line, who the Maples defeated, 60-30.
Sam Bruni of the Birmingham Fruit Company has received a letter from Time magazine, announcing that his store has been selected by their readers as one of the best in Birmingham. The letter states that questionnaires had been sent to all their subscribers in the city, and upon the tabulation of the replies, it was found that the majority had commented most favorably on Bruni's store

EDITOR'S NOTE: Among the recommendations of the Oakland County Road Commission when it announced a three-year, \$11 million road improvement program in September, 1961, were:
Southfield Road from 9 1/2 Mile to 12 Mile—widen to five lanes.
Southfield Road from 12 Mile to 14 Mile—widen to five lanes.
Greenfield Road from 11 Mile to 14 Mile—widen to four lanes.
14 Mile Road from Greenfield to Southfield—widen to four lanes.
14 Mile and Cranbrook—construct a two-lane stretch from Southfield west to Cranbrook and north on Cranbrook to Lincoln.
Maple Road—east from Coollidge to Adams, widen to four lanes.
Big Beaver—from M-160 to Adams Road, install two-lane road.
Crooks Road—from 14 Mile to Maple, widen to four lanes.

the village and would put idle land to work producing taxes.
MUCH OF the latest and best in municipal planning points to the desirability of a planned housing "mix" as opposed to essentially one-class development. Would a court test uphold the reasonableness of the present stand? I sincerely doubt it.
Last, but by no means least, we are gaining a reputation for being "agin." I don't suggest that village action should be precipitate, but on these matters, such a charge would scarcely be valid.
GEORGE O. GALE
31281 Fairfax
Birmingham

14 Mile Road Problem Isn't A New One

To the Editor:
I have lived at the above address (1645 W. Lincoln, Birmingham) since 1949. For many years our Northlawn Heights Association has tried to get the City of Birmingham and Oakland County to open 14 Mile Road to lighten traffic on Lincoln. The proposal has never received the approval of the Village of Beverly Hills.
When the state needs the right of way for a road, it obtains it through right of eminent domain. Why do not this right prevail in putting through 14 Mile Road from Southfield to Cranbrook?

After 14, Then What? Other Road Projects

To the Editor:
The people of Beverly Hills village voted just last year against widening 14 Mile to four lanes and extending it through to the west; they voted against widening Southfield to four lanes north of 13 Mile; they voted against paving Evergreen and widening to three lanes and paving Beverly Road.
They did this because Beverly Hills village is a residential area and they wish to keep it that way. They do not want it criss-crossed with highways every mile or every half-mile.
The Beverly Hills Village Council knows the wishes of the people and I believe it is conscientiously trying to further those wishes.

their salaries? I believe they should.
BEVERLY HILLS village already has 13 Mile Road carrying traffic east and west through the village. We already have Greenfield, Southfield and Lahser carrying traffic north and south through the village.
I think another highway across at 14 Mile is too much to ask of this village. Another cross-town highway out about 16 Mile Road would be much more logical.
If the road commission is able to advance plan some of these things before residential areas are built up, it is doing its job well. It expects to let the highway system grow like toposy at the expense of the people and their homes, I say this is wrong.
I think it is time to stop this whole idiotic sequence of always giving in to the automobile. Beverly Hills village is residential and we should keep it that way.
WILLIAM T. BLANN
1875 Beverly Road
Birmingham, Mich.

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EARL N. BRAINE
1645 W. Lincoln
Birmingham

HOWEVER, the county road commission, in spite of this mandate from the people, has come back again with its plan to widen and extend 14 Mile to the west.
This, I am sure, is the first step and the others will follow as soon as the foot gets in the door on this one. In other words, the next push will be for the widening of Southfield, then the paving of Evergreen and then the widening and paving of Beverly Road.
We recognize the road commission and the job it thinks it must do. However, why shouldn't the people have some jurisdiction over the road commission since they pay

IN THE foreseeable future, I think, it is clear that mile roads will continue to be the backbone of our traffic system in this area, and 14 Mile is needed to complete the net.
Let's give in gracefully and let's do it now. It will never be any less expensive to the village than by the present proposal.
In the case of the latest apartment proposal, can we really believe that the subject land will be developed according to present zoning? I don't believe it will, but I do believe a cooperative approach and good planning can result in a low density apartment project which would in all ways be a credit

Mile Roads Backbone Of Traffic System

To the Editor:
As a resident of the village, I believe that the time is here when the Beverly Hills Council must act to resolve two long-discussed issues.
In the case of the 14 Mile Road proposal, it is my opinion that the common good must prevail. All who drive our mile roads must be aware that they are overloaded now.
Especially, I feel, is this true of 13 Mile. One has only to look at the building going on west and south of Birmingham to know that traffic will continue its rise. Relief through the construction of 1406 as planned will be too little and far too late.

Why not Southfield?
To the Editor:
Perhaps the Beverly Hills voters would more clearly see the "importance and value" of the 14 Mile Road extension if there were a clear explanation of why it is not equally valuable and important to extend Southfield as a four-lane highway to its logical terminus at Maple. Or am I a victim of misinformation?
GEORGE BALL
17198 Buckingham
Birmingham