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Freeways Termed Land Savers

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New expressways recommended in a \$495 million thoroughfare plan to serve the Memphis area when it has 1.2 million population would actually take less land than would ordinary streets, planners said today.

William Pollard, partner in the consulting firm of Harland Bartholomew & Associates, said leaving out expressways would require construction of many major streets to carry the same loads as the freeways.

"A freeway is not a taker of land, but a saver of land," Pollard told the Citizens Advisory Committee of the Memphis Urban Area Transportation Study in a City Hall hearing.

Pollard outlined for the group details of the thoroughfare phase of the \$800,000 study, which is nearing completion after four years of work.

SOUTHERN

As example, Pollard cited one proposal in the study—a six-lane expressway generally following the present

route of Southern Avenue from the Memphis Arkansas Bridge across the city to the I-240 interchange at Poplar.

It would take 16 or 18 lanes of major streets to do the work which would be done by the controlled-access expressway, Pollard said.

The transit study will be presented to city and county officials and members of the Mississippi - Arkansas - Tennessee Council of Governments in a meeting tomorrow in Room 212 of the County Courthouse.

AUDUBON PARK

There has been some concern that the proposed Southern expressway could develop into another Overton Park expressway issue because of its proximity to Audubon Park. James Yarbrough, an associate of Pollard's, said not more than a 150-foot strip would have to be taken from the park. He said this would be determined by the design of the freeway.

Among other features of the plan:

- A new parkway along Getwell from Southern southward into DeSoto County, Miss.
- The proposed Riverfront freeway. Location and feasibility study is already underway on this.
- A parkway in the Southeastern section of the city, which could eventually become part of a Kansas City - Memphis-Birmingham highway.

INCREASES

Studies show that the Memphis area will have 1.2 million residents by about 1985, Pollard said. This would be a 40 per cent hike in population.

Along with it, he said, would be a 125 per cent increase in vehicles using the streets and a 127 per cent boost in the number of trips made daily.

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