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**I-40 Park Route
Gets New Foes**

A group of teachers attending an environmental education workshop yesterday agreed with Citizens to Preserve Overton Park members that a direct interstate route across Memphis is not the best solution to the city's transportation problems.

The teachers also urged the group to prevent the building of Interstate 40 through the park by "keeping the pressure on" through court action, publicity, letter campaigns and public forums, said Max Tadlock, a systems analyst and human ecologist with Tadlock Associates of California and coordinator of the forum at Christian Brothers College.

Three members of the Overton Park group told the teachers their main opponents in their efforts were local businessmen, politicians, media and the Chamber of Commerce.

One of the main problems has been that no other route "has ever been offered as a serious alternative" to the route through the park, said Mrs. Anona Stoner, secretary of Citizens to Preserve Overton Park.

Another problem has been educating the public about the expressway, since "news was blocked" by local media which favor building the expressway through the park, she said.

The citizen group has recommended that the northern portion of Interstate 240 be completed for use by intercontinental traffic, Mrs. Sara N. Hines said.

At present, "people go nearly twice as far going around the city using the southern I-240, but nobody complains," she said, adding that the highway has brought economic growth to South Memphis.

The development of the northern portion of I-240 would shorten travel time across the city and would spur economic growth in the area, she said.

Another alternative would be improvement of transportation in the city to take the load off city traffic, Mrs. Stoner said.

Dr. Howard Vogel Jr., a professor of biology at the University of Tennessee Medical Units, said an expressway through Overton Park "is not only unnecessary but detrimental to the health of the community" because of air and noise pollution.

Despite the possible harm, many persons favor the park expressway because "parkland is a very economical place to build an interstate, since you don't have to move any houses," he said.

"More fundamental than that, however, is that the central part of Memphis is in the state of decay, and the business community is looking for a direct effort to revive the central district. Many feel that an interstate highway bringing traffic directly across Memphis would bring more business to the downtown area."

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