OPE2422

And Yet Another I-40 Proposal

To The Commercial Appeal:

As the expressway discussion of many years continues on, and on, hopefully to some eventual solution satisfactory to all, I have a simple suggestion:

1. Complete the expressway from its eastern end at about Vandalia Street on down the originally acquired and cleared right of way to East Parkway.

2. Build a temporary four-lane off ramp which would commence east of the intersection at Broad and East Pakway, a sufficient distance to overpass East Parkway—thereby not impeding its traffic flow—and bend down acorss the south side of the triangle at the extreme northeast corner of Overton Park.

3. Remove the present neutral center strip on North Parkway from East Parkway to McLean. This will allow for two additional lanes, which, added to the present six lanes, gives a total of eight lanes.

4. Erect a barrier down the center of North Parkway from East Parkway to McLean. Use the south four lanes for the expressway. The north lanes remain as the present east-west artery for Summer-North Parkway traffic.

5. The down off-ramp from the east would run onto the south four lanes. The expressway then continues west to a point east of McLean where another off-ramp makes an ascending southerly turn and proceeds along the west end of Overton Park parallel to McLean and bends over McLean at Galloway and McLean and thus does not impede McLean through traffic.

6. Construct the expressway as originally planned, and for which right of way has already been acquired and cleared, from its present western terminus at Claybrook eastwardly to join the off-ramp at Galloway and McLean.

This plan has the following advantages which I think should be an acceptable compromise to all parties willing to concede some of their positions:

1. An area of about one acre at the northeast corner of Overton Park, and two to three acres along the western end would be affected. By re-routing the bus presently traversing the park and utilizing a large parcel at the southeast corner of Galloway and McLean, there would result a net park acreage gain.

2. Since all I-40 traffic now flows over detours on Summer, a small bridge over the railroad built in 1931, and down North Parkway, there would be no increase in the amount of it now or in the future; no more pollution from gases or noise than at present.

3. Only one secondary and little-used road into the park opposite Southwestern would have to be closed. All entrances to the North Parkway from the north would remain open as at present. No existing residential area, Southwestern, Parkway Manor nor Snowden School would be affected in any way.

4. The cost of bringing the expressway from its present east and west end interruptions up to Overton Park is already borne and the continuation from each end to the Park was always contemplated and has never been a matter of contention by those objecting to traversing Overton Park by whatever method.

5. The only cost of this temporary solution would be removing the neutral strip on North Parkway, erecting the crash barrier and building the ramps on either end.

6. If at some future date there emerged a permanent solution satisfactory to all, the temporary ramps could be removed and the center neutral strip replaced.

The end result of this plan gives Memphis and the nation the connecting link to complete I-40 with no harm to anyone and benefit to all.

ROBERT R. PREST

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Use Parkway

To The Commercial Appeal:

I can understand the anxiety of residents concerning the North Parkway route for I-40. However, it appears that only a few residents and small number of houses would be affected. Most of these residents would probably be gone in a few years, whereas hopefully the park will be there forever.

I for one think the North Parkway route is sensible and am proud of Mayor Chandler and William Farris for coming forward with the idea. If we do proceed, I feel landowners should be adequately compensated and construction carried forward in the best of taste.

CHARLES MARCUS

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