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"Letters To The Editor: 'Bridge Over Troubled Park', 'I-40 Suggestion', 'Too Much Disruption', 'Sick and Tired'"

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Letters To The Editor

Unfair Penalty

To The Commercial Appeal:

I can't understand why President Ford wants to penalize people who have to drive in order to make a living. This tax he wants to put on gas and oil is unfair to the taxpayer.

I have to drive about 75 miles a day to and from my job. If he wants to help save on fuel he should see how much gas and oil would be saved in one day if forced school busing was discontinued.

The working people always seem to come out on the small end, even though we pay most of the taxes and spend most of the money.

B. M. WILLIAMS

Holly Springs, Miss.

I-40 Suggestion

To The Commercial Appeal:

I agree with the editorial that the I-40 cut-and-cover tunnel would be best, the minor problem being that it would still require a 190-foot slash through Overton Park.

By excavating only 12 feet deeper (the height of the tunnel) and placing three of the lanes under the other three lanes, the 190-foot minimum width required for construction could be halved.

Also, by shifting the proposed route a few feet farther south, advantage could be taken of the already cleared area occupied by the existing park road that parallels the bus right-of-way through the forested area. This means that virtually none of the large trees would have to be cut.

As I see it, the advantages of the above recommendations would be as follows:

1. — Less vegetation and large trees would have to be cut.
2. — Excavation would be half in width and almost half in volume.
3. — Roof of three lanes would be eliminated.
4. — There would be less subsequent planting of grass and trees to reforest the area.

Of course, the main objective is to complete the expressway as soon as possible. But we should try to preserve as much of the park as possible.

H. F. KELLY

2045 Vinton

CA FRI. FEB. 7, 1975. Bridge Over Troubled Park

To The Commercial Appeal:

I have been reading with interest the articles about the Interstate 40 route through Overton Park. I just wonder why they can't just build a bridge over the park.

It wouldn't be any more than the new bridge over the Mississippi River. Build the two lanes close together with only about a three-foot median between. The traffic from

all roads in the park would go right on under the bridge as usual and not conflict with anyone. Put a speed limit of about 30 mph through the park.

This would cut the cost a lot from the cut-and-cover plan we have been reading about. I hope you can get this settled and get the road built.

MRS. EDGAR CROUCH
Blytheville, Ark.

Too Much Disruption

To The Commercial Appeal:

I would like to make three points in regard to the completion of I-40 through Overton Park: The proposed route is essentially a local expressway; as such, local traffic demand is not great enough to warrant such a corridor; and even if future demand were greater, it would not merit the disruption that its completion would bring.

The emotional argument that Memphis is the only gap in the interstate system is not true. The I-40 route through Overton Park was originally conceived to service 90 per cent local traffic. The 10 per cent through volume could be accommodated by the north and south perimeter routes. In fact, it is now possible to travel by expressway through the entire east-west axis of the city by using the southern perimeter route. Many other cities such as Little Rock and Amarillo have used this concept with great success.

Memphis is now approximately

280 square miles. It is the 10th largest U.S. city in area. What Memphis needs more than a fixed route expressway is improvement to the arterial street system and low-cost transit which can move large numbers with little energy consumption.

HERSHEL LIPOW
1018 Oakmont Place, Apt. 8

Sick And Tired

To The Commercial Appeal:

In light of former Transportation Secretary Brinegar's final list of alternatives, all I can say is enough is enough. Let's stop fooling around with the Overton Park expressway route and build a cut-and-cover tunnel right now before the cost gets more prohibitive than it already is.

As one Memphian who is sick and tired of a small band of people stopping the development of an entire city, all I can say is that they have had their say long enough. Now is the time for action.

It is very nice that they want to save trees and things, but they are too shortsighted in their outlook for the future of Memphis.

My advice to them is to be realistic, stop blocking progress, and if they want to preserve something, make it jams and jellies.

GEORGE SANTULLI
3341 Southern, Apt. 27

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