



# PUBLIC NOTICE

APPROPRIATE TECHNOLOGY CENTER  
1101 1/2 Massachusetts  
Lawrence, Kansas 66044  
(913) 841-3086



vol 1 no 1

LAWRENCE, KANSAS

OCTOBER 1975

# HASKELL LOOP

At the July 29 meeting of the Lawrence City Commission it was decided by a 4-1 vote that the governing body would continue plans for the building of a roadway called the Haskell Loop.

The proposed Loop, located in East Lawrence, begins at the corner of 7th and Connecticut and meanders south and east until it turns directly east near the corner of 11th and Delaware (see map). It will be anywhere from 2-4 lanes wide, and is designed to carry industrial and other traffic through East Lawrence.

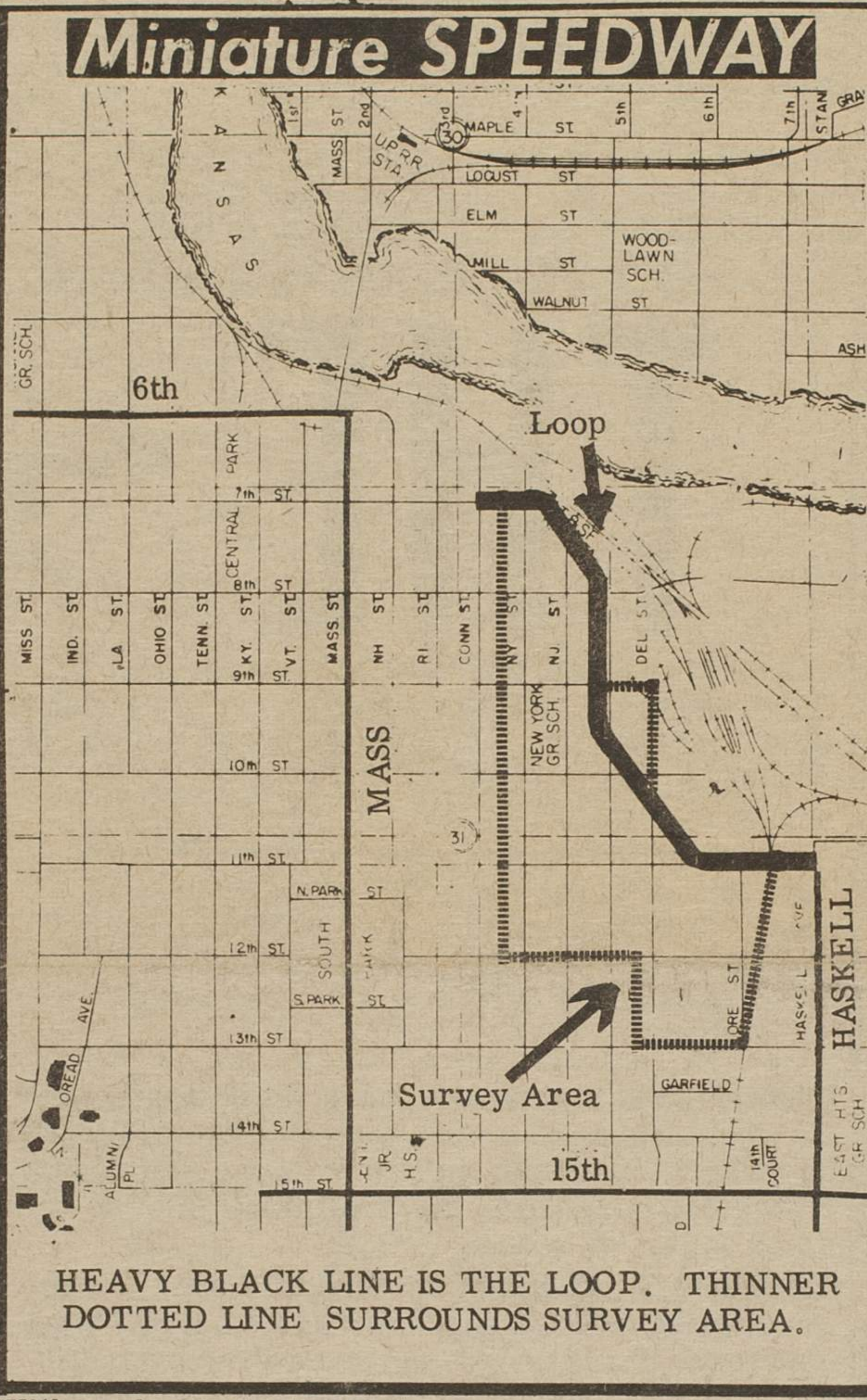
It has gained support from various groups and important individuals in town.

The mayor, Barkley Clark, has said: "There are two primary purposes behind the road: (1) to provide a thoroughfare which will remove high volume traffic from residential streets in East Lawrence and (2) to serve as a buffer between the residential areas to the south and west, and the industrial uses to the north and east including the railroad tracks."

One of the commissioners, Donald Binns, has noted that with the building of the Clinton Parkway there will be an ever-increasing flow of traffic coming into town from Kansas City on K-10, and that the Loop will be necessary to route that traffic smoothly and quickly into the downtown area. Thus the need for the Loop.

Dick McClanathan, City Planner, has stressed the historic quality of the idea in his argument for the Loop. At the July 29 meeting he noted that since 1930 all community development plans have included references to the need for such a road.

Al Hack, Chamber of Commerce Representative, focused on the necessity of the Loop to the continued health and well-being on the downtown business district.



HEAVY BLACK LINE IS THE LOOP. THINNER DOTTED LINE SURROUNDS SURVEY AREA.

Yet there were a group of individuals who disagreed that the Loop was either valuable or necessary. These persons decided to go door-to-door in the neighborhoods that would be most directly affected by the Loop. It is important to note that they did not go to shopping centers blocks away from East Lawrence to get signers. In the survey area polled, 234 citizens signed their petition stating they opposed the building of the Haskell Loop (See map).

It was hard to figure. The city fathers wanted it. The planning commission wanted it. The East Lawrence Improvement Association itself had voted in favor of the Loop. Yet there they were, those 234 signatures--of those living in the area.

And then the hearing happened. The petitions were presented. The city fathers spoke. Argument raged on for 2 and 1/2 hours.

To understand the shock that was felt by the petitioners when the commission voted 4-1 for the Loop, you must understand the reputation of the current commission for being people-oriented. Frequently in the last few months the present commission had responded positively to neighborhood opposition on key issues. Suddenly this pose was crumbling--and then it vanished.



PUBLIC NOTICE supports the petition of opposition to the Haskell Loop. We feel it is important for government to respond not simply to designated community leaders, but, in this case, to those whose lives will be most profoundly and directly affected by the building of this road.

It's a complicated situation and so we're devoting this issue of our paper to it. We're going to isolate parts of it and try to clarify it to you, to ourselves. Please hear us out.



### Her House Is Bisected in Street Dispute

In Des Moines, in 1945, Mrs. Clara Casprzyk, 44, crippled widow, refused offers to move her dwelling to make way for a street widening project; the village council ordered the house sawed in two. Mrs. Casprzyk, shown emerging from what is left, is living in the one room untouched by carpenters' saws. (AP)

In Lawrence, Kansas, in 1975, a mild version (they don't saw you in half anymore) of this is in process. 27 houses will be destroyed. Poor people will be relocated to places where property taxes are higher, neighborhood spirit destroyed in an area where people value it, value their friends and long-term relations.

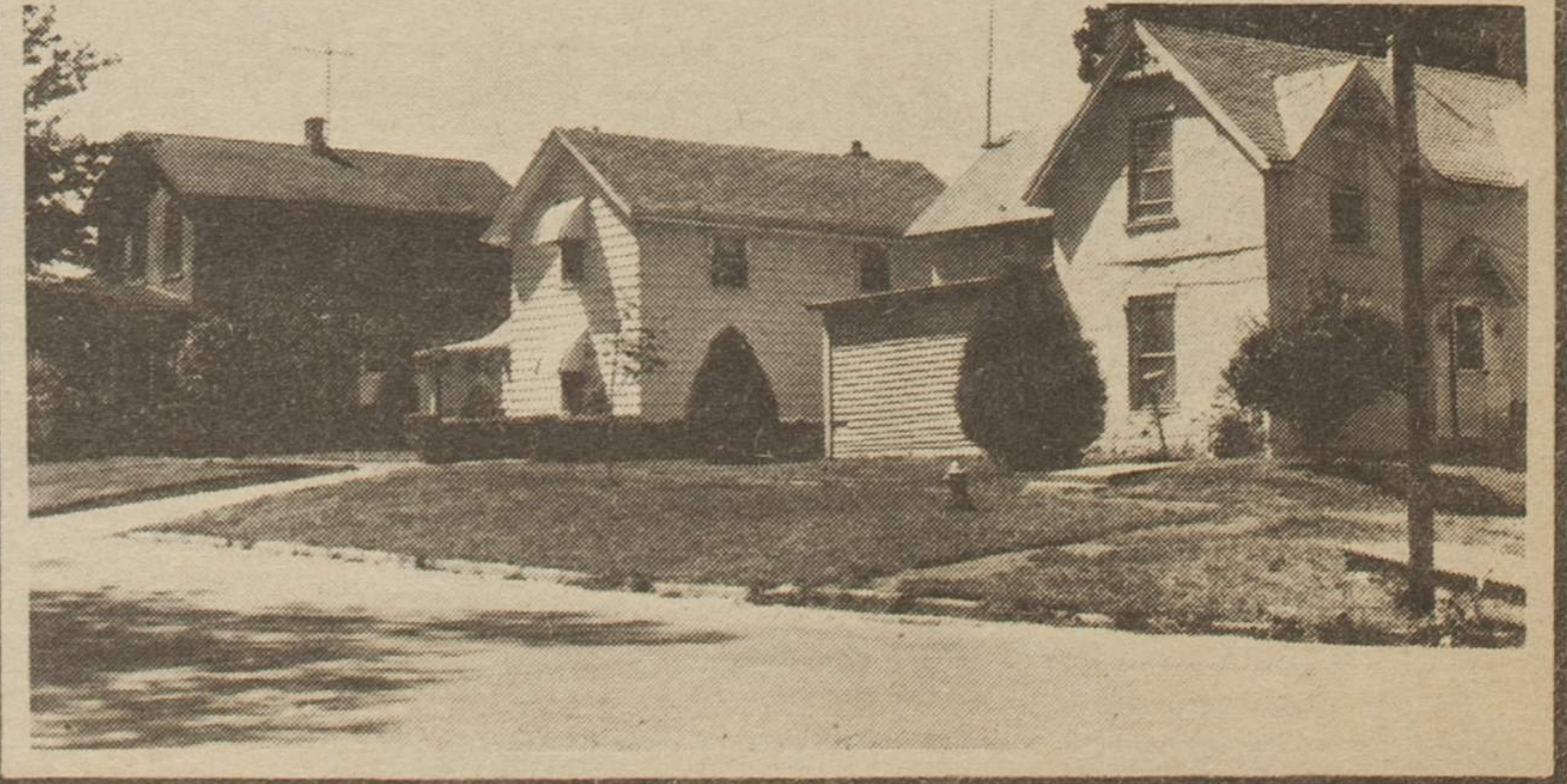
"The road will pass right near my front door, leaving my home and family on the industrial side of the road, with lots of traffic and noise. I'll soon be on fixed income. I won't be able to afford a move."  
Ramon E. Romero 916 Penn.

"Why squander good, sound housing when the town is so short of living space? We have a lot of older people here that will never adjust to this road. I won't, because it will be in my back yard!"  
Hanna Leibengood 946 N.J.

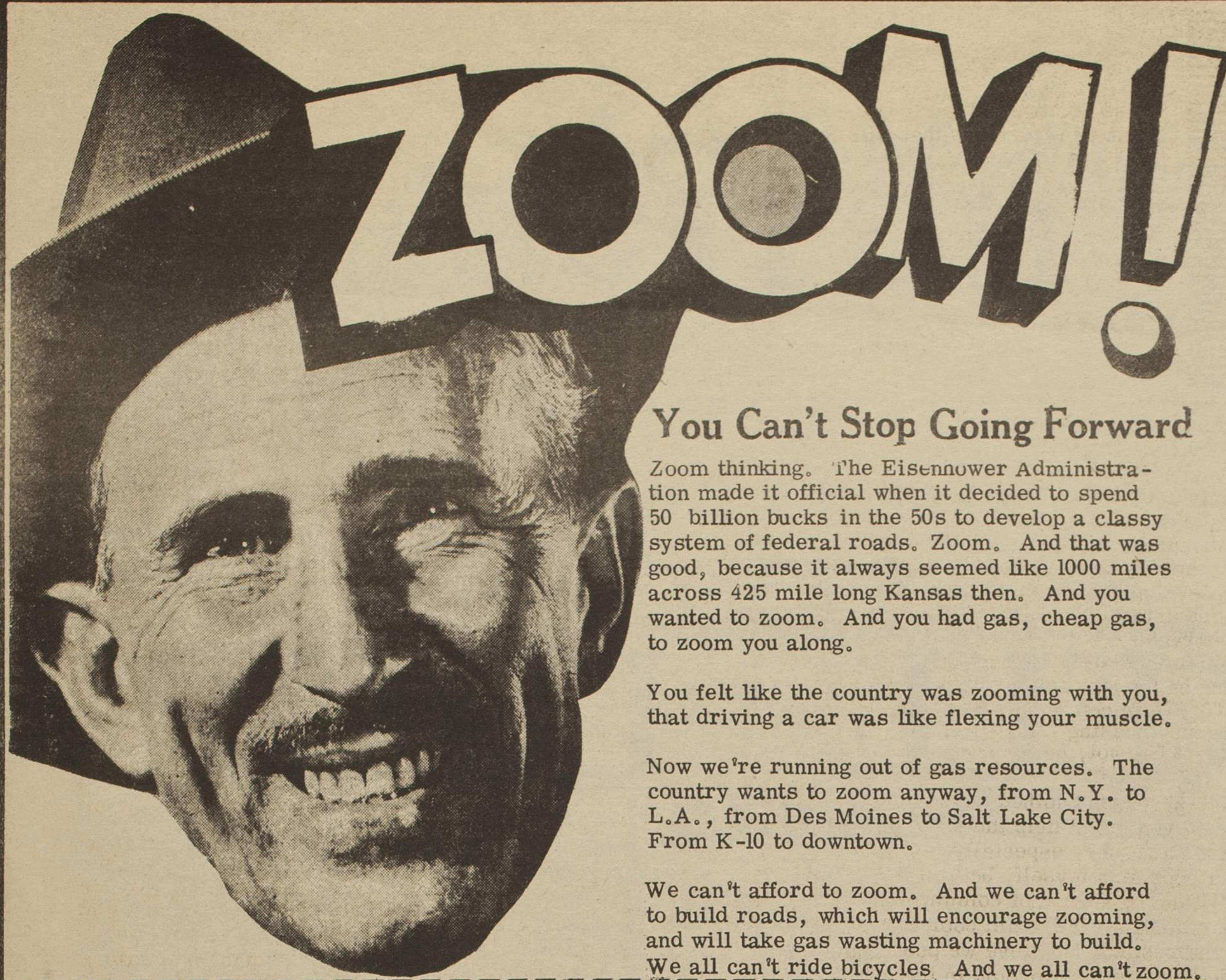
"I've lived in East Lawrence for over 50 years, and I know that we need a lot of other things besides a road. The children really need the baseball park. We need good houses for our poorer people. We can also improve our roads we have. We just don't have that much traffic here."  
A.R. Bailey 1120 Oregon

"If this road comes in, I'll have to look over it from my front porch."  
Mr. Pringle 1005 Penn.

Although their homes will be taken by condemnation proceedings (a budgeted legal expenditure), those in the path of the Loop will be relocated. Those left on either side of the roadway will not be so lucky. The homes below, SW corner of 10th and Delaware, will face the road (foreground).







## You Can't Stop Going Forward

Zoom thinking. The Eisenhower Administration made it official when it decided to spend 50 billion bucks in the 50s to develop a classy system of federal roads. Zoom. And that was good, because it always seemed like 1000 miles across 425 mile long Kansas then. And you wanted to zoom. And you had gas, cheap gas, to zoom you along.

You felt like the country was zooming with you, that driving a car was like flexing your muscle.

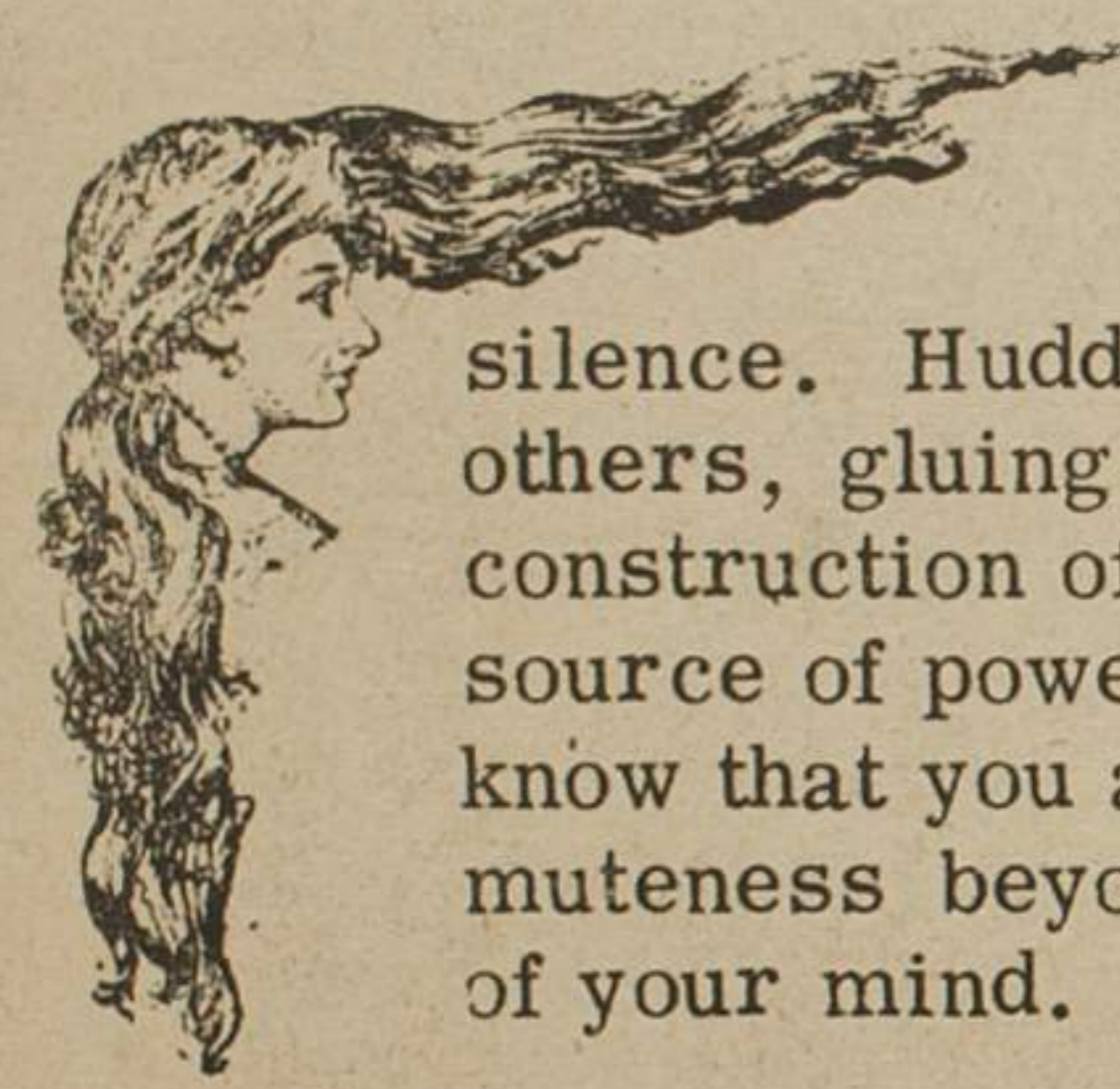
Now we're running out of gas resources. The country wants to zoom anyway, from N.Y. to L.A., from Des Moines to Salt Lake City. From K-10 to downtown.

We can't afford to zoom. And we can't afford to build roads, which will encourage zooming, and will take gas wasting machinery to build. We all can't ride bicycles. And we all can't zoom.

Traffic jam relief in East Lawrence is one of the reasons for the building of the Haskell Loop. Some folks don't see the problem. Ray Dryz said, "In reference to the traffic problems... The best alternative is to do nothing beyond routine maintenance and resurfacing work. None of the streets (with the exception of Connecticut) is heavily traveled. Even Connecticut is used far below its capacity. I've never seen a traffic jam in East Lawrence."

There are happy times at New York School this year. For the first time in several years, we have one session of separate kindergarden. We are sharing our teacher, Mrs. Gaffney, with India School in the morning. Mrs. Gaffney and her student teacher, Miss Wright, are at New York School afternoons. With an enrollment of 18-20, we are on the way to single classrooms for each grade level. One of our City Commissioners, Marnie Argersinger has amplified her approval of the Loop by saying, "I hope this highway invigorates New York School growth." In my opinion, you don't invite the type of growth that helps a school by encouraging industry and traffic to enter a residential neighborhood. Good housing will be destroyed and isolated by the Loop. Traffic will be channeled onto the north and south sides of New York School by the accesses on 9th and 11th Streets. I think any chance we have for growth at New York School depends on providing houses for families in the area at moderate prices. The Loop will eliminate many such structures. The Loop is ridiculous when studied carefully, for it exactly contradicts the reasons given for constructing it. I keep hoping that the powers that be will realize that the Loop does not have to be built just because it has been planned. I only hope they realize it before good houses and our East Lawrence ballpark are destroyed. This is written as a private citizen. Barbara Willits 1205 Delaware

## HOUSE OPENS WHAT YOU CAN DO



At birth, a newspaper will spring forth in suffocating silence. Huddled in a room with one or two others, gluing pages down, challenging the construction of a roadway authorized by every source of power and know-how in town, you know that you are outrageous. You feel the muteness beyond the little imaginary castle of your mind.

Into that silence, everything is projected. You hear laughter, scorn, revilment--or respectful acceptance. Success winks at you. Failure stares you down like an ogre from a horror comic. The greatest fear is that no one will care at all.

Imagine it like this. You sit on the floor in a big vacant house at night. As you lay out the pages, you are turning on the lights. Some of the fright disappears because you know what the place looks like--but still, you are illuminating only emptiness.

And suddenly you can picture mobs pelting the shutters with foul eggs and soft tomatoes, trampling the lawn, tapping on the windows and thumbing their noses at you--or, in a better moment, applauding very politely.

Come around and see our house. Visit. Write for us. Our motto is "Every reader a writer." Every reader. If it's not obscene, or pure propaganda, we'll publish it. We're not asking for letters to the editor. We want essays and writings about local events, what's on your mind, planning and zoning, the meal you ate at the Red Lion last Wednesday, what your neighborhood group is doing, or not doing, bad movies that hacked you, and so on. The Chamber of Commerce can promote the airport expansion here--and Joe Blow can offer rebuttal.

See it, please, as the re-invention of the small-town newspaper in Lawrence. We know lots of drawbacks to that form--the lists of residents and visitors in and out of town, the corny jokes, the self-congratulating attitudes--we're stepping around these journalistic pits.

We also want to avoid, though, the syndication bit. This is a community effort. To hell with the market, Dear Abby and Bill Buckley. If you want to see them, then look to the Journal-World. We don't need them in the Public Notice. We need you. Come on around. It's a big empty house.



## You Are Most Cordially Invited

★★★ THE LAWRENCE PUBLIC NOTICE ★★★

The PUBLIC NOTICE is published on or about the twenty-eighth of each month, in Lawrence, Kansas by the Permanent Press, Box 114, Lawrence, Kansas 66044.

People who contributed to this issue: Susie Hanna, Richard Kershenbaum, Larry Huffman, Jake Flake, Mark Kaplan, Barbara Willits, Ray Dryz, Steve Trone got heartburn.

# THE PLAN



"CITY MANAGER WATSON AND PLANNING DIRECTOR McCLANATHAN EXPLAINED PLANS FOR ARTERIALS... WHICH HAVE BEEN PREPARED AND RECOMMENDED SINCE 1930." (From the minutes of the July 29th hearing).

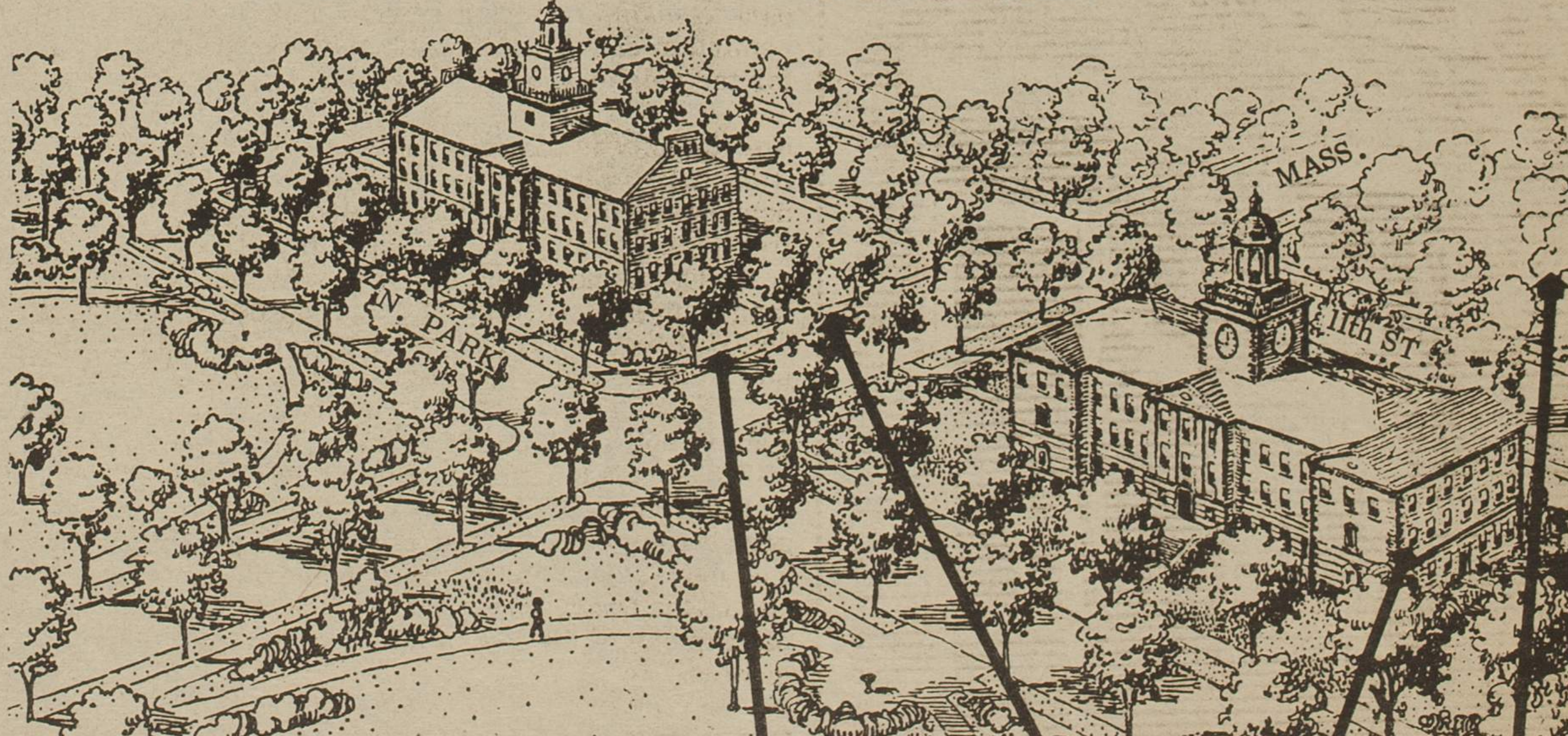
One argument for the Loop is that the idea is old. They've been wanting to build the Loop for 30 years. Is there loss of face in not now building it? Will they lose credibility?

Why is an old idea good? more valid? important? By what magic can an idea take on a life of its own? So that a Binns might say, in his Loop argument, "It's going to be built, that's all there is to it."

"It should be noted that the Haskell Loop... has been in planning for over a decade," said Al Hack, Lawrence Chamber of Commerce President, at the July 29 Commission meeting and Loop debate.

Lots of things were planned in 1930. Not all of them materialized. (See below) The Plan said, "Lawrence is particularly lacking in interesting routes for pleasure driving for practically all the present streets are units in a more or less monotonous gridiron system. In order to give relief from this condition a boulevard and parkway treatment, practically circling the city, is proposed. This loop is shown on both the major thoroughfare plan and the park and boulevard plan."

In both 1930 and 1948 plans a 55 acre park, Woodland Park, was visualized... at 12th and Haskell, the site of Ray's Garage, and future city maintenance facility location.



PROPOSED CIVIC CENTER  
LAWRENCE KANSAS  
CITY PLANNING COMMISSION  
HARE & HARE CITY PLANNERS KANSAS CITY, MO

Allen News Casa De Taco County Jail Empty A&P

This proposed civic center (library on the left, city building on right), part of the 1930 Plan, located at 11th and Mass., has not materialized as envisioned.