



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.

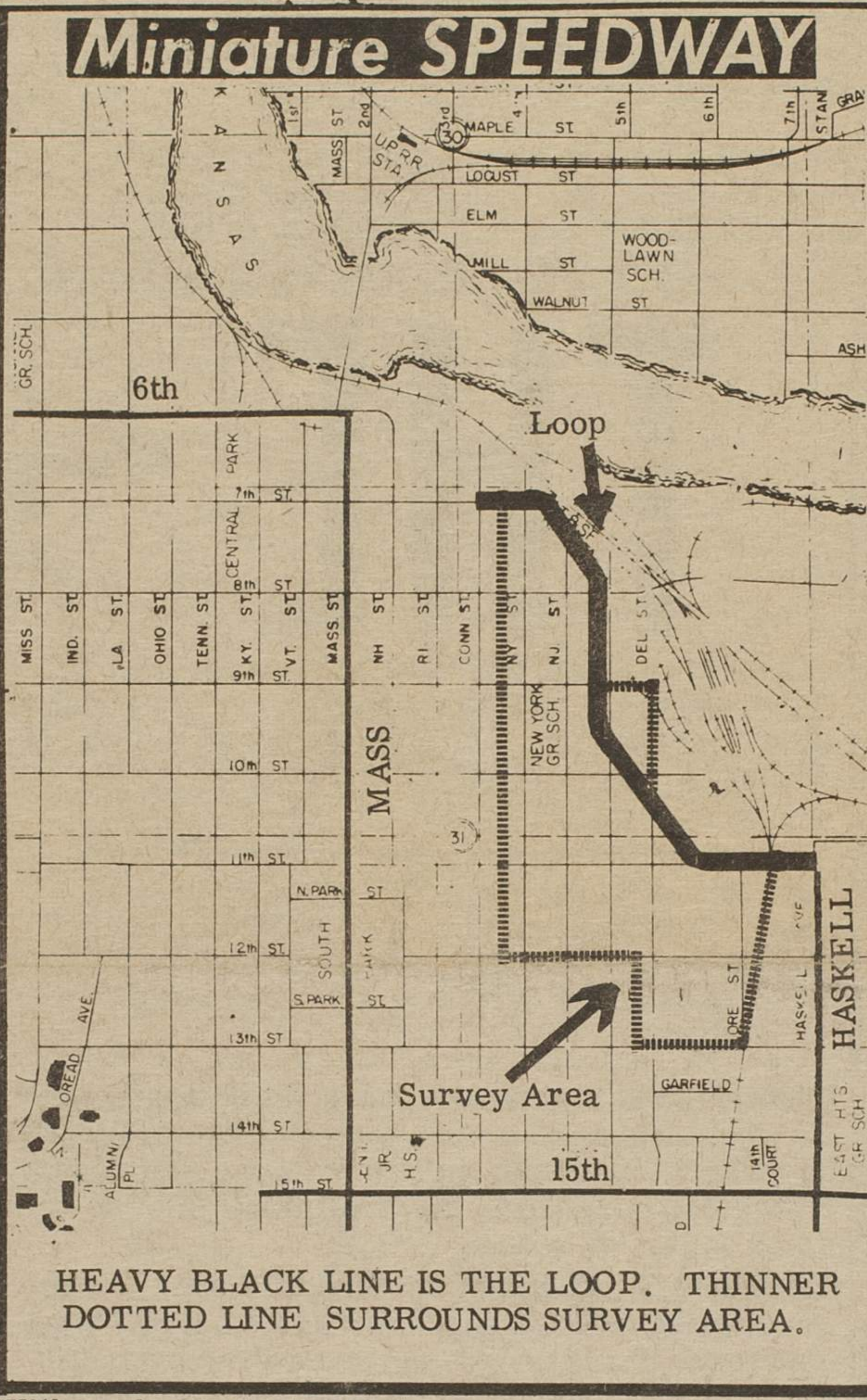
It has gained support from various groups and important individuals in town.

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).

