

Stokely Van Camps Beans

East Lawrence

Green Gables

HASKELL LOOP

We're not beating a dead horse on this one. The Loop will have a total impact upon the neighborhood, a subject not dealt with by the City. Below is a reprint of a letter recently received by the PUBLIC NOTICE from opposition to the roadway in East Lawrence. Frustrated with efforts to stop construction, and bewildered by the apparent unwillingness of City Commissioners to consider the problems raised, the Citizens Opposed to the Haskell Loop sent away packets of materials, with the letter below as a cover letter, to all our representatives in Washington, as well as the Department of Housing and Urban Development, major fund source for the Haskell Loop project. Their lack of response, even at the federal level must certainly leave these people at a loss, completely abandoned in their appeals for justice for the East side of town. Thus the letter below is reprinted, along with a reply from Rep. Larry Winn, Republican from this, the Fifth congressional district of Kansas, as a reminder to those who still might have some hope for representative democracy in this State and city.

We are writing this letter as a plea for help from our federal (State) government, and any others capable of providing assistance. We are a group of residents of Lawrence, Kansas in opposition to the proposed construction of a roadway called the "Haskell Loop," which is planned for East Lawrence (see enclosed maps), through the use of federal "urban highway funds," Housing and Community Development Act funds, and Kansas Department of Transportation funds.

We are requesting federal assistance now, feeling that our means to stop construction on a local level are nearly exhausted. We feel that guidelines designed to inject the element of human concern into these spending programs are being ignored. Instead of using Community Development funds to rejuvenate a low-moderate income neighborhood, these funds are being used to threaten the viability of the East Lawrence neighborhood, and in the process, to uproot ethnic minorities.

Business and industry are the principal backers of the \$2.5 million project. The road will pass near a medium-heavy industrial use area bordering the neighborhood. The roadway is also intended to boost prospects in the near-by central business district, by speeding traffic from the far east side downtown.

Half of the \$1,690,000 CDA money slated for Lawrence over the next three years will be used for acquisition of property along the Loop right-of-way.

Twenty-seven houses will be removed for construction while twenty-six others will be isolated in an industrial zone. The only neighborhood park, recreation facilities and neighborhood center will either be removed or isolated in the same industrial zone. Other homes in the area will be removed in the future, along the 900 block of New Jersey Street, for a 'replacement' park for the area. Eventually the neighborhood school, New York Elementary School, will be forced to close as attendance drops due to losses in area housing stock. The school closing will in turn make the neighborhood even less attractive to the young families so necessary to the preservation of any neighborhood.

Opposition comes primarily from neighborhood residents, although few are vocal. In July, 1975, however, 240 persons, all within three blocks of the right-of-way signed petitions opposing construction of the roadway. (The entire population of the survey area is under 1000).

Proponents claim the Loop will provide a buffer separating industry to the north and east from residences to the south and west. They claim traffic will be removed from neighborhood streets. Opponents feel that construction of a high-volume traffic, tractor type roadway, carrying trucks and trailers, is the worst kind of 'buffer,' that neighborhood traffic is not a problem, and will not be unless the road is built, and that these factors will combine to ultimately destroy the neighborhood.

Destruction cannot be measured entirely in dollars and cents. Along with the physical destruction, the displacement of those in the path of the road will serve to destroy the sense of community in a corner of East Lawrence. In the 800 and 900 blocks of Pennsylvania, and the 700, 800 and 900 blocks of New Jersey, many Mexican-American families live in a traditional community setting. The road will cut through this area, scattering many and dividing the remaining residents on either side of the Loop, built on a 100 foot-wide right-of-way, screened by chain-link fences.

We feel that a clear injustice is occurring. Federal and State funds designed to rebuild and rehabilitate are being used to destroy. We have appealed to City officials, and have received no redress of our grievances.

Environmental Impact Statements are due soon, yet they are being managed by the same out-of-town consulting firm that designed the road, presenting some conflict of interest. It is therefore imperative that an investigation begin as soon as possible.

Enclosed are articles from three local newspapers that could be helpful in piecing together the situation. Copies of the 240 petition signatures opposing construction of the road are available upon request.

Sincerely,
Citizens Opposed to
the Haskell Loop

January 29, 1976

Citizens Opposed to the Haskell Loop
1112 New Jersey Street
Lawrence, Kansas 66044

Dear Friends:

Thank you for furnishing me with copies of your letter and attachments to Secretary Hills. I appreciate your efforts to apprise me of local matters which may involve federal agencies and the expenditure of federal funds.

So long as certain basic guidelines necessary to qualify for federal funds are met, primary authority for selecting the actual projects on which funds will be expended is in the hands of state and local government officials. However, I do appreciate your kindness in furnishing me with information on these matters as well as your views on them.

Thank you again for your interest.

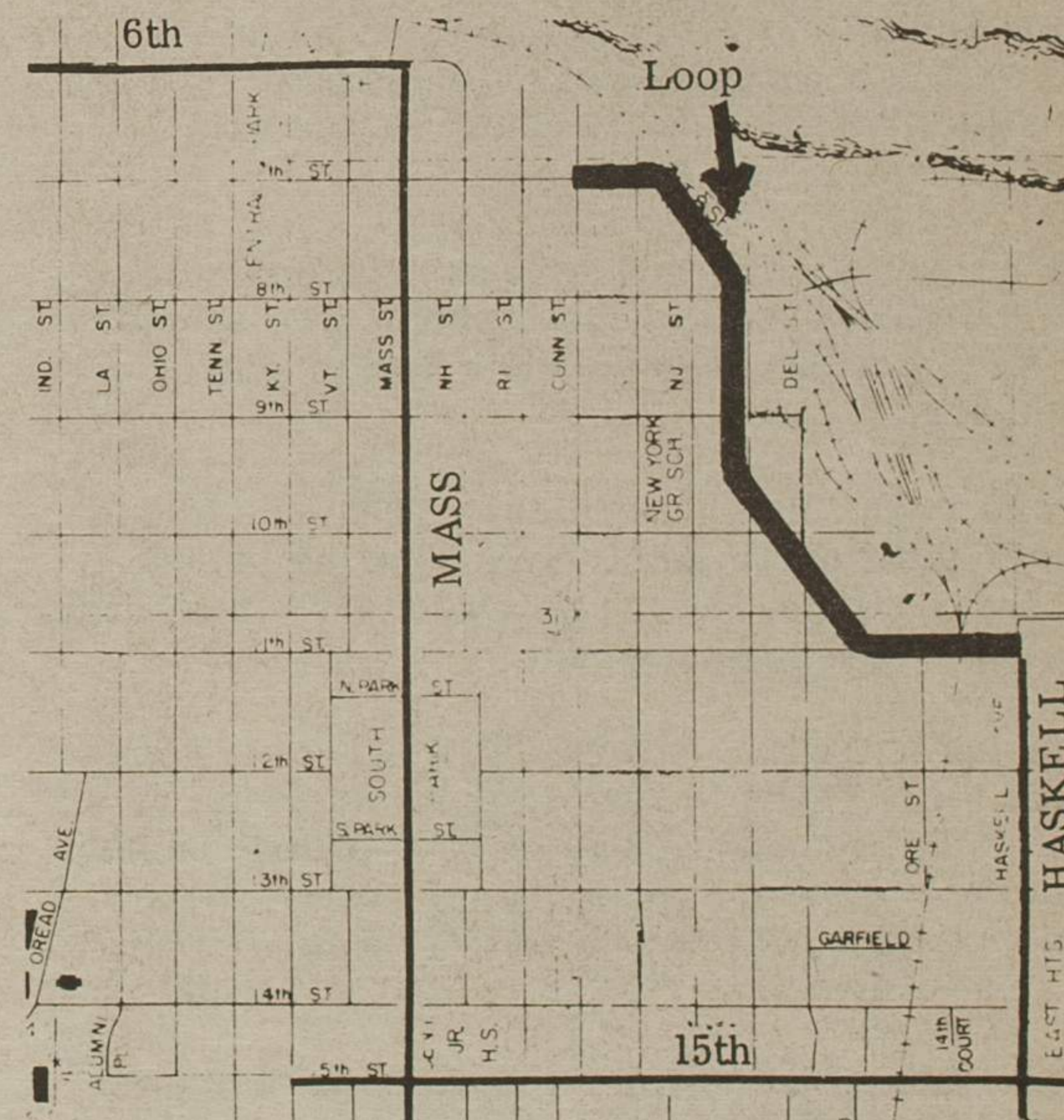
Most sincerely,
Larry Winn, Jr.
Member of Congress

Government 'Help'

Congressman Winn has failed completely in his role as a representative of the people. The letter above, sent to his Washington office in December did not prompt a reply for almost two months. It is also fairly obvious that the citizens group letter was not even read.

The PUBLIC NOTICE is worried. The people are not being heard. Most are afraid to speak out, or too apathetic to do so. Others are aware of the futility.

Is it any wonder?



The mayor responds to neighborhood opposition to the Haskell Loop.

BARKLEY TALKS BACK



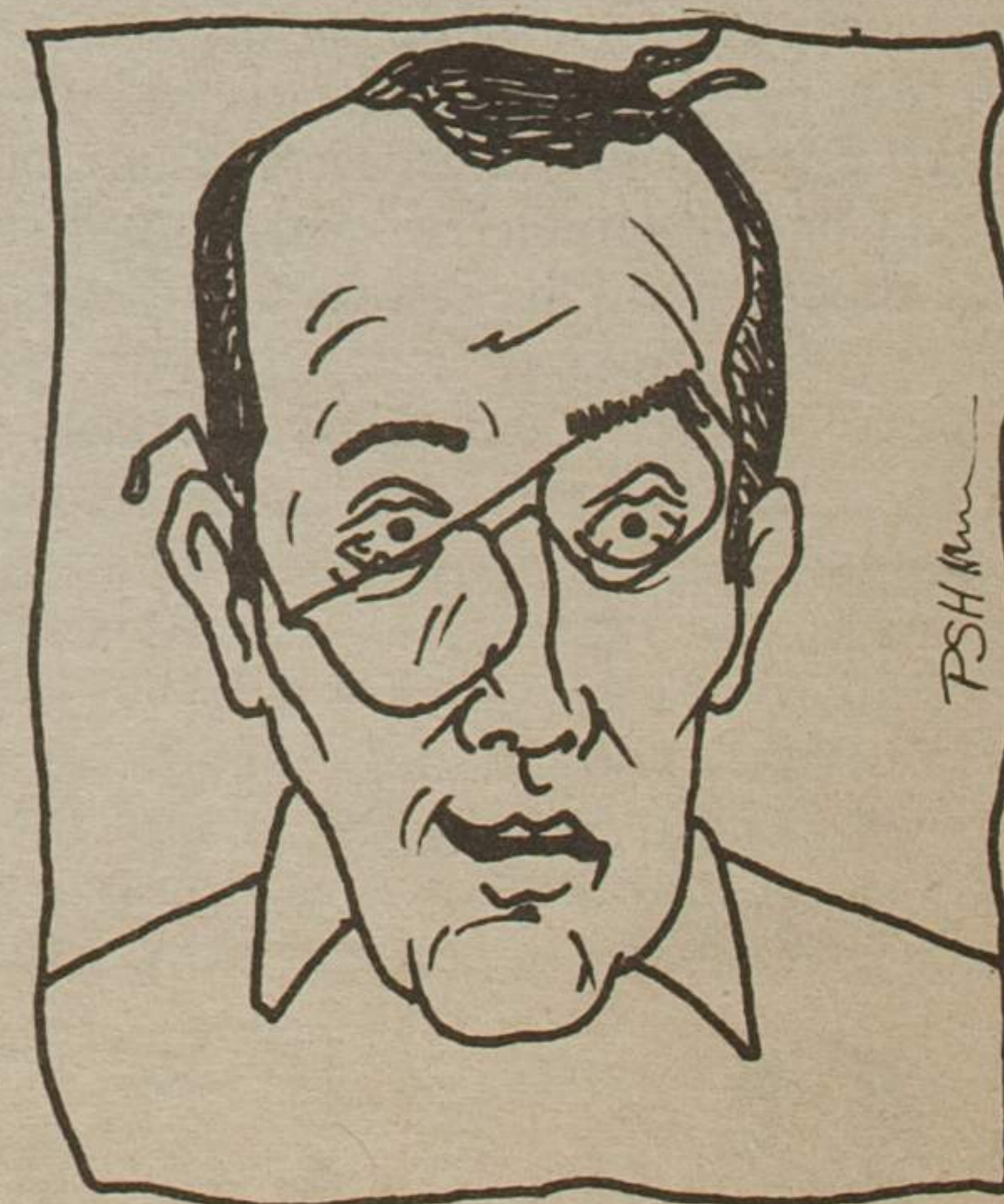
IT MAY NOT SEEM WISE TO PUT IN A ROAD THAT GOES NOWHERE...



BUT IT' LL CREATE JOBS!!



...AND AFTER WE WIPE OUT 27 HOMES AND BLIGHT A WHOLE NEIGHBORHOOD...



THINK OF ALL THE FREE GOVERNMENT MONEY WE CAN GET TO 'RENEW' THE AREA.