

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.

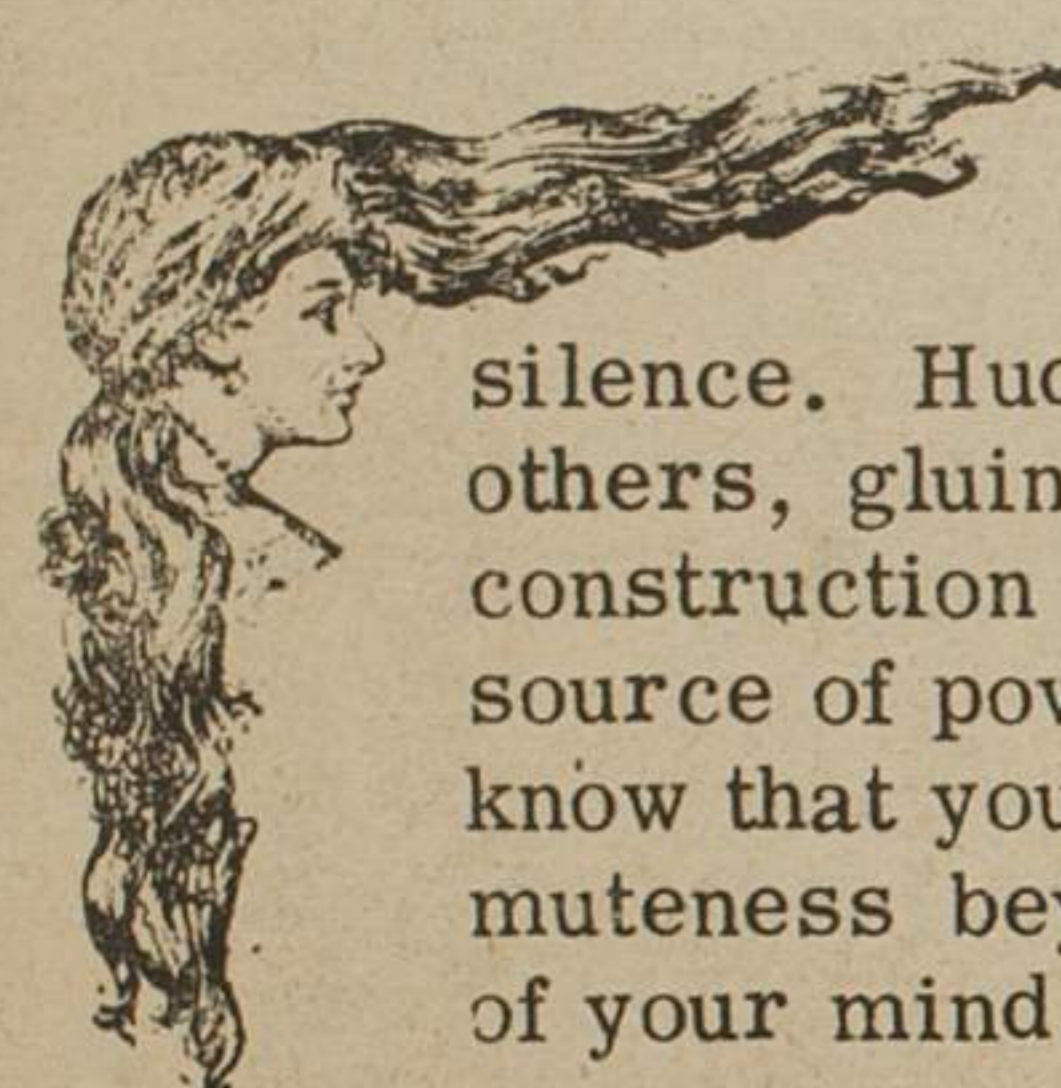
Now we're running out of gas resources. The country wants to zoom anyway, from N.Y. to L.A., from Des Moines to Salt Lake City. From K-10 to downtown.

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 corney 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).

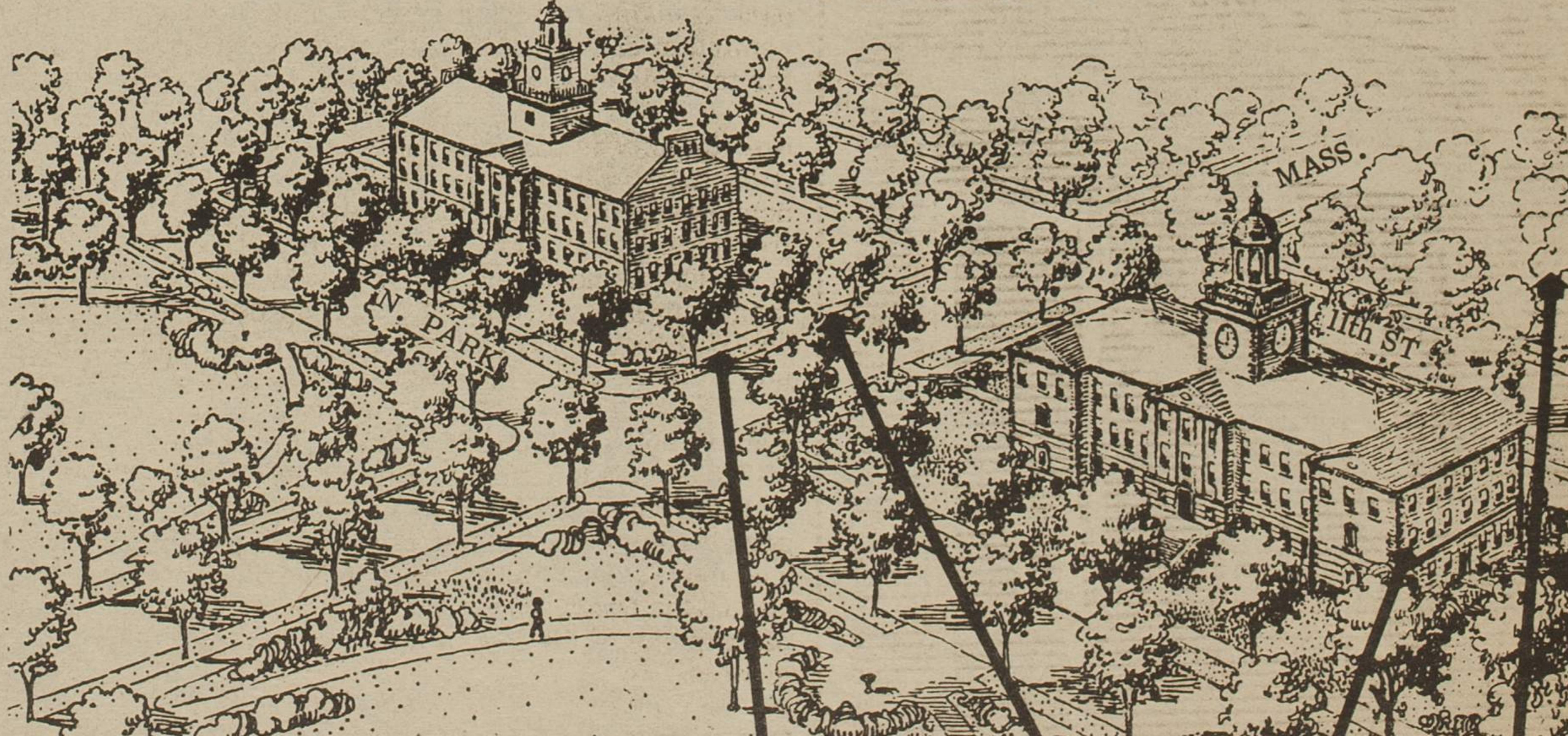
One argument for the Loop is that the idea is old. They've been wanting to build the Loop for 30 years. Is there loss of face in not now building it? Will they lose credibility?

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.

In 1930 there were certain things about population growth that planners didn't understand. The projected population for Lawrence in 1970 was 20 thousand. What is it that planners in 1930 didn't understand about the future? What is it that today's planners don't understand about the year 2000?

Who knows? A million variables dance around loose when you try to establish "plans"--and this makes a lot of planning seem silly when looked at in the future. Quaint, this "Proposed Civic Center" below. You can stuff a book with maps and charts, call it the Comprehensive Plan, and say "there's the future, roughly, how we'd like to see it go." Of course that can't guarantee anything.

It makes a person nervous to think of this and leads him to throw up his arms and say, "Well, what can I do if I can't plan? You guys are silly."

We say O.K., plan then. But don't plan tearing down houses when what is put up at the other end of town isn't so hot-looking. Please listen to what people say when they come to you--and most of all to those folks whose lives are most immediately affected by the plan.

And remember that in planning you are trying to satisfy diverse needs and conflicting interests, which may call for constant shifts in position--but how much flex is allowable before a plan stops being a plan?

The 1975 Plan calls for the preservation of the bluffs at 6th and Iowa (because of aesthetic qualities). If you drive East on 6th across Iowa and look to your right, you see a large green Gill real estate sign. What are their plans?