Flood Recovery Task Force, Inc. Subcommittee on Transportation, 1972 August : Correspondence, 1972 July - August

3.22

Correspondence +
Minutes

Correspondence

M I N U T E S

OF THE JULY 13 MEETING

OF THE WYOMING VALLEY REHABILITATION COMMITTEE

MEMBERS PRESENT WERE:

Ed Boltz	Lane Kilburn	Harold Rosenn
Ken Burdon	Tom Kiley	Max Rosenn
Russ Gardner	Edgar Lashford	Rich Ross
Henry Greenwald	Francis Michelini	Gene Roth
Stan Holden	Roy Morgan	George Sailus
Andy Hourigan	J. J. O'Malley	Andy Sordoni
Robert Jones	Harold Rose	Oscar Weissman

The meeting was called to order at 12:30 p.m. by Judge Rosenn. Judge Rosenn then called on Harold Rose to recap the committee's work up to this date. Harold Rose summarized the efforts of the committee beginning on July 4 to obtain legislation for a co-insurance plan. Harold Rose reported that it was uncertain as of this time exactly what action the government would take toward the co-insurance plan or a plan of direct grants. It seemed that the administration was leaning more toward a combination of urban renewal programs, model cities programs, and SBA 1% loans. Such an administration program, it was felt, might not be acceptable since it would not help appreciably in restoring the equity that had been lost.

After Harold Rose's summary, Tom Kiley moved that Judge Rosenn be elected temporary chairman. Francis Michelini seconded the motion and it was unanimously approved.

Judge Rosenn indicated the need to form an executive committee and a number of subcommittees in order to carry out the work of rehabilitating the valley. It was moved that this committee have a minimum of ten and a maximum of thirty members and that the chairmen of the various subcommittees to be formed be members of the executive committee. The motion was seconded and approved unanimously.

Gov. Scranton

1. To get Congress & gov't to know how critical situation is here

2. Effective & coordinated implementation.

(make a good friend of Frank Carlucci)

(Knows area; has right "friends"; wants to help.)

Media (ABC – Times) owns devices tool.

Problem – Everyone wants "in."

Keep open contacts to – (for Long Range Planning)
Federal Regional Council.
Harrisburg.

SBA. –

Strategy

1. Integrate political bits w/ this group.

2.

The formation of a subcommittee on equity restoration was moved, seconded and approved.

It was suggested by Father Kilburn that an effort be made to consolidate the local municipalities into one governmental unit in order to better cope with the disaster. Eugene Roth moved the formation of a subcommittee on government unification. Robert Jones seconded. The motion was approved unanimously.

Judge Rosenn suggested the need for a subcommittee on the north Cross-Valley Expressway. It was moved and seconded that such a subcommittee be formed and approved unanimously.

It was next suggested that a subcommittee on private educational institutions be formed. Ed Boltz moved the formation of such a subcommittee and Francis Michelini seconded. The motion was approved unanimously.

The formation of a subcommittee on streets and roads was moved by George Sailus and seconded by Andy Hourigan. The motion was approved unanimously.

Judge Rosenn pointed out the necessity for a subcommittee on statistics to collect the statistics so as to provide a total picture of the valley before and after the disaster. Tom Kiley moved the formation of this subcommittee and Ed Boltz seconded. The motion was approved unanimously.

Harold Rose moved that a subcommittee on flood control be formed and Gene Roth seconded. The motion was approved unanimously.

Harold Rose also moved the formation of a subcommittee on planning and redevelopment. Gene Roth also seconded this motion. This motion was approved unanimously.

Harold Rosenn moved the formation of a subcommittee on public relations. Henry Greenwald seconded the motion and the motion carried unanimously.

It was next moved and seconded that a subcommittee on labor and construction be formed. This motion was approved unanimously.

The formation of a subcommittee on family and health was discussed and it was moved and seconded that such a subcommittee be formed. The motion was approved unanimously.

Andy Hourigan moved and Roy Morgan seconded the motion that the Chairman explore the possibility of engaging staff on a permanent basis. The motion was approved unanimously.

Finally, it was moved and seconded that the Committee's official offices be housed at the Chamber of Commerce. This motion was also approved unanimously.

The meeting was adjourned at 2:10 p.m.

Respectfully,

Stan Holden
Acting Secretary

COMMUNITY RECOVERY COMMITTEE

(C O R E COMMITTEE)

GENERAL MEMBERSHIP

NAME	PLACE OF BUSINESS	RESIDENCE	MAILING ADDRESS
Max Rosenn	W-B	Kingston	Federal Bldg. South Main Street Wilkes-Barre 18701
Andrew J. Sordoni	F.F.	Kingston	Sordoni Const. Co. 45 Owens Street Forty Fort, 18704
George Sailus	W-B	Wyoming	Susquehanna Savings 31 West Market St. Wilkes-Barre 18701
Eugene Roth	W-B	W-B.	Rosenn Jenkins & Greenwald Blue Cross Bldg. Wilkes-Barre 18701
Harold Rose	W-B.	Dallas	Wyoming National Bank 26 West Market St. Wilkes-Barre 18701
Thomas Kiley Rich Rose.	W-B	Trucksville	First National Bank of Eastern Pa. 11 W. Market St. Wilkes-Barre 18701
Andrew Hourigan, Jr.	W-B	Forty Fort	Hourigan, Kluger & Spohrer United Penn Bank Building West Market St. Wilkes-Barre
Frank Burnside	W-B	Harveys Lake	Fowler, Dick and Walker 15 South Main St. Wilkes-Barre 18701
Roy Morgan	W-B	Forty Fort	WILK 88 N. Franklin St. Wilkes-Barre 1870?

NAME	PLACE OF BUSINESS	RESIDENCE	MAILING ADDRESS
Henry DePolo	W-B	W-B	501 E. Main St. Wilkes-Barre 18701
Rev. Lane Kilburn	W-B	W-B	Kings College 133 North River St. Wilkes-Barre 18702
Dr. Francis Michelini	W-B	W-B	Wilkes College North River St. Wilkes-Barre 18701
Edward Schechter	W-B	Trucksville	Stressteel Corp. 221 Conyngham Ave. Wilkes-Barre 18703
John Conyngham	W-B	Trucksville	Eastern Penna. Supply 56 S. Penna. Ave. Wilkes-Barre 18701
Harrison Smith	W-B	Dallas	W-B Publishing Co. 15 N. Main St. Wilkes-Barre 18701
Richard Demmy	Kingston	Dallas	UGI 247 Wyo. Ave. Kingston 18704
Robert Masoner	W-B	Dallas	Bell Telephone Co. 222 S. Main Street Wilkes-Barre 18701
Bernard Brominski	W-B	Swoyersville	Luzerne County Court House North River St. Wilkes-Barre 18702
James Adonizio	W-B	Pittston	Addy Asphalt R. 84 Scott St. Wilkes-Barre 18703
Clifford Madrick		Plymouth	Franklin Street Plymouth, Penna.
Charles Hardwick	Plains	Trucksville	Luzerne Products Courtright Ave. Plains

Community Recovery Council

NAME	PLACE OF BUSINESS	RESIDENCE	MAILING ADDRESS
Ray Turner, Jr.	Hanover Twp.	Nanticoke	J. L. Turner Co. Keith Street Wilkes-Barre
William Golden	Hanover Twp.	Mt. Top	Economy Whse West End Road Hanover Twp. 18703
Dr. Robert Kerr	W-B	W-B	204 S. Franklin St. Wilkes-Barre 18701
Paul Strongin	W-B	Kgn	I.L.G.W.U. South Washington St. Wilkes-Barre 18701
Joseph Quinn	W-B	Laflin	Hourigan, Kluger & Spohrer United Penn Bank West Market St. Bldg. Wilkes-Barre 18701
Robert L. Jones	W-B	F.F.	United Penn Bank West Market Street Wilkes-Barre, 18701

Oscar Weissman.

ex officio members:

Frank Townend - - Civil Defense

John Hibbard - - Economic Development Council

Edgar Lashford -- Chamber of Commerce

RECEIVED

JUL 20 1972

STRESSTEEL

July 18, 1972

Immediately following the disastrous flooding of the Wyoming Valley Area, a group of citizens concerned with the rehabilitation of the Wyoming Valley communities met to pursue with all possible speed potential sources of assistance through State and Federal offices. This group's concern extended to recognition of the need for a number of sub-committees to function in the long-range plans for community recovery. This ad hoc group, under the temporary chairmanship of Judge Max Rosenn, approved the appointment of a Nominating Committee to appoint members to a permanent committee with a minimum of 10 and a maximum of 30 members.

This Nominating Committee, composed of Harold Rose, Andrew J. Sordoni, III, Francis J. Michelini, Chairman, and Max Rosenn, ex-officio, met on July 18, 1972. The following recommendations were approved for submission to the proposed membership:

1. That a committee composed of citizens of Wyoming Valley, understood to include the contiguous communities in the River Basin of the Susquehanna River in Luzerne County, be formed, and that it be legally registered as a non-profit corporation to be called the "Community Recovery Committee" or, briefly, "Core Committee."

That subject to their acceptance, the General Committee include the following members: (List Attached)

Every effort will have been made to contact these individuals to determine their acceptance. The urgency of this situation requires that the first meeting of this citizens group be called as soon as possible. We are asking you to attend a meeting to be held at noon on Friday, July 21, at the Treadway Inn, for a report of progress to date and for the purpose

of approving sub-committee assignments for implementing an action plan for Wyoming Valley.

Thank you for your understanding and cooperation.

Sincerely yours,

Francis J. Michelini
Chairman

E. Schechter

Discussion with CORE, July 21, 1972

Transportation should be considered as a whole, not split up into parts. This entire problem consists of the following inter-related major projects:

1. Re-establishment of adequate cross river transportation.

   1.1 North Street bridge and connections.

   1.2 Cross Valley Expressway and connections.

2. Rehabilitation of roads and streets.

   2.1 Structural rehabilitation.

   2.2 TOPICS and other aids.

   2.3 Traffic flow.

3. Mass transit.

   3.1 Continuation of emergency program for free buses.

   3.2 Transit Authority.

Commenting on the above items the following is pertinent:

1.1 Apparently all efforts are being concentrated on this program to get the design of the bridge underway at the earliest possible time, with construction as a priority. Emphasis must be given also to the section Southeast of Penna. Avenue so that prompt connections can be made with I-81.

1.2 Contrary to current assumptions, I am of the opinion that no work is presently underway on the question of the final design approval of the Cross Valley Expressway bridge, (section 2). Information available to me indicates that nothing has been done on this project since submission to the U. S. Corps of Engineers on May 18th for approval of preliminary design and elevation control points. Major problems now exist also in securing final design on the Southeast section in connection with 315 Interchange.

2.1 Apparently city and state are making major efforts in this regard and nothing further is suggested.

2.2 and 2.3 This would be an ideal time to implement TOPICS with much of the traffic flow reorganization already accomplished.

3.1 Emergency program of mass transit busing has been an outstanding success. Ridership now about double what daily ridership was before the flood. However, the following problems must be faced:

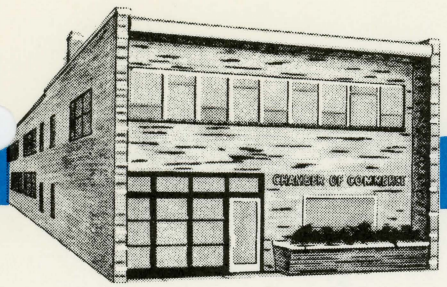
a) Fare base has been destroyed.

b) Route dislocation because of flood.

c) Wilkes-Barre Transit Company operations, marginal before the flood, now would be unprofitable and could not continue.

d) Emergency program probably cannot be continued on present basis for more than 30 - 60 days.

3.2 Solution of Transit Authority now more, rather then less, necessary. Believe Transit Authority could rapidly obtain new equipment based on emergency needs, and government would give more sympathetic ear to continued emergency subsiding for Transit Authority rather than continued subsiding of privately owned companies.



GREATER WILKES-BARRE
CHAMBER OF COMMERCE

CHAMBER OF COMMERCE BUILDING • WILKES-BARRE, PENNSYLVANIA 18701 • TELEPHONE 823-2101
AREA CODE 717

July 26, 1972

TO: MEMBERS OF THE COMMUNITY RECOVERY COUNCIL

FROM: JUDGE MAX ROSENN, TEMPORARY CHAIRMAN

A meeting of the Community Recovery Council will be held Saturday, July 29, 1972 at 8:30 A.M. at the Treadway Inn. This will be a Breakfast Meeting.

RECEIVED
JUL 28 1972
STRESSTEEL

MINUTES OF THE CITIZENS COMMITTEE OF WYOMING VALLEY - July 21, 1972

A meeting was held on the above date at the Treadway Inn of a Citizens Recovery Committee of Wyoming Valley. The meeting was chaired by acting chairman, Judge Rosenn.

The chairman asked for a report of the nominating committee appointed by him to name members to this organization. This report was presented by the chairman of the nominating committee, Dr. Francis Michelini and consisted of the following names that had been mailed previously with the addition of the names of Oscar Weissman. The names are as follows: Judge Max Rosenn, Andrew J. Sordoni, III, George Sailus, Eugene Roth, Harold Rose, Thomas Kiley, Andrew Hourigan, Jr., Esq., Frank Burnside, Roy E. Morgan, Henry DePolo, Rev. Lane Kilburn, Dr. Francis Michelini, Edward Schechter, John Conyngham, Harrison Smith, Richard Demmy, Robert Masoner, Judge Bernard Brominski, James Adonizio, Clifford Madrick, Charles Hardwick, Ray Turner, Jr., William Golden, Dr. Robert Kerr, Paul Strongin, Joseph A. Quinn, Esq., Robert L. Jones and Oscar Weissman. Ex-officio members are Frank Townend, Esq., Civil Defense; John Hibbard, Economic Development Council and Edgar J. Lashford, Wilkes-Barre Chamber of Commerce. Upon presentation by Chairman Michelini, it was regularly moved, seconded and unanimously approved that the report be adopted.

A motion was made by George Sailus and seconded by Robert Jones that the present nominating committee meet and present to the organization at its next meeting a slate for permanent officers. The motion was unanimously approved.

At this point it was regularly moved, seconded and unanimously approved that Judge Rosenn act as Temporary Chairman and Edgar J. Lashford act as Acting Secretary.

A considerable discussion was held relative to the name that should be adopted for this organization. On motion of Eugene Roth, which was regularly seconded and unanimously approved, the name of the approved was Community Recovery Council. It was regularly moved by Andrew J. Sordoni, III and seconded by Harold Rose that steps be taken to incorporate the organization as a non-profit corporation under the laws of Penna. This motion was unanimously approved.

Temporary Chairman Rosenn at this point introduced Mr. Brown and Mr. Jones, representatives of the O. E. P., and former Governor William Scranton.

Rick Ross reported on the meeting in Washington, D. C. at the White House held on Friday June 14, 1972. His report stated that the proposed federal legislation would contain a $1. 7 billion program, of which $1. 3 billion would be earmarked for programs to be administered through the office of SBA (Small Business Administration). He also stated the balance would be diverted to other programs, including HUD. The meeting was focused around the nationwide flooding problems.

Governor Scranton offered timely remarks concerning our problems and stated that the one thing that should be stressed is the plight of the area which should be given as much national coverage as possible with as many details as possible so that the nation could really understand the magnitude of the disaster. He stated that there was a Federal Regional Council office established in Harrisburg which is under the supervision of Ted Raub of the SBA. He recommended that our group keep close to this office.

Chairman Rosenn commented on the program that had been outlined at the Washington meeting and felt that although they are taking steps in the right

direction, the program at this time is not nearly adequate for our problems. He stated that he had discussed the proposed insurance program relative to flood relief with Senator Scott, and Senator Scott agreed in principal, but stated he thought there are many problems yet to be worked out. He also stated that Congressman Flood has suggested amendments to this program and would be in touch with Senator Scott relative to same.

The Chairman stated that in the proposed overall federal program that there are certain groups not eligible, with the independent colleges being a good example. Also, there is insufficient aid in the form of grants for the elderly and retired. It was suggested that other resources be investigated. The chair pointed out that the Savings and Loan League of New York had recently contributed substantial rehabilitation funds to flood victims in New York State and that we might importune the Pa. Savings and Loan League and other important state wide organizations. It was regularly moved, seconded and unanimously approved that this committee look into the possibility of similar programs being established for Pennsylvania.

Relative to the problem in regard to the aging, Andrew Hourigan stated that John Martin of the Federal Bureau of Aging would be in the area in the very near future to discuss this problem

Mr. Paul Strongin stated that he felt that the quality leadership in this area has a tendency to separate itself from our political leadership and suggested that the social, business and political leaders integrate themselves to a greater degree. Joe Quinn in commenting on Mr. Strongin's statement said he felt this committee should immediately involve top political leadership in its program.

On this matter a general discussion was held, after which a motion was made, seconded and unanimously approved that a minimum of 4 and a maximum of 6 political leaders be added to this committee immediately representing the county commissioners, state legislators, city council and representatives from other municipalities, and that these additional names be selected by the Chairman, and he so notify the individuals on their selection immediately.

Frank Burnside commented on the need for more effective programs on the state level and suggested that proper pressure be born on Harrisburg relative to this matter.

Ed Schechter stated that there would be a meeting in Washington this coming week which he, Dave Schooley and Edgar J. Lashford would attend relative to highways, roads, etc. He stated he felt very strongly that emphasis should be placed on the immediate need for the Cross Valley Expressway and the North Street Bridge together with other roads and bridges in this area. It was regularly moved by Frank Burnisde, seconded by Dr. Michelini, and unanimously approved that this committee wholeheartedly endorse this and that the immediate need for these projects be presented at this forthcoming meeting.

The Chairman stated that there would be approximately 10 sub-committees under this overall committee which would have members on each from 7 to 10 individuals.

Respectfully submitted,

Edgar J. Lashford

Edgar J. Lashford
Acting Secretary

FLOOD RECOVERY TASK FORCE, INC.
92 SOUTH FRANKLIN ST.
WILKES-BARRE, PA.
PHONE 823-2101

August 3, 1972

TO: MEMBERS OF THE FLOOD RECOVERY TASK FORCE, INC.

FROM: JUDGE MAX ROSENN, TEMPORARY CHAIRMAN

A meeting of this group will be held on Tuesday, August 8 at the Treadway Inn. The meeting will be at 12:15 p. m. and will be a luncheon meeting.

Please make every effort to attend as important matters will be reviewed and discussed.

RECEIVED

AUG 4 1972

STRESSTEEL

RECEIVED
AUG 3 1972
STRESSTEEL

LUZERNE COUNTY PLANNING COMMISSION
LUZERNE COUNTY COURT HOUSE
WILKES-BARRE, PENNA.

M E M O R A N D U M

TO: County Commissioners, John Hourigan, Ed Schechter, Lee Case, Bernie Gallagher, John Churnetski, Leo Corbett, Sam Guttman, Tom Harrington, and George Parrs

FROM: Ed Heiselberg

DATE: August 1, 1972

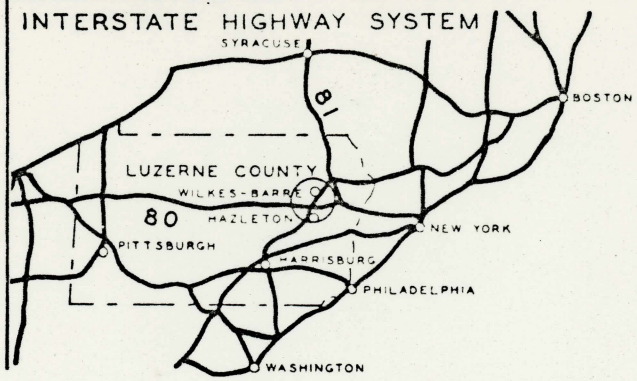
SUBJECT: North Street Bridge and Extension to I-81

A meeting will be held Friday, August 4 at 10:30 A.M. in Research & Training Room - Assessment Dept. Basement the ~~County Commissioners Meeting Room~~ at the Court House to discuss whether the North Street Bridge should be four or six lanes, whether sidewalks are needed on both sides of the bridge, and an adequate right of way for North Street and North Street extended, from the North Street Bridge to Interstate 81. If an adequate right of way is provided in the developed area, it would probably have to be done through an urban renewal project, according to George Parrs of Penn DOT. A right of way was preserved by the Luzerne County Planning Commission, in approving the Coal Street Recreation Area, for this proposed highway.

It is important that you attend this meeting to express your ideas, because planning for the bridge is proceeding at a rapid pace, and decisions have to be made as soon as possible.

JOHN A. HOURIGAN, JR.
CHAIRMAN
JOHN L. McDONALD, ESQ.
VICE CHAIRMAN
NOEL B. CAVERLY
SECRETARY
MICHAEL GALANIDA
TREASURER
PAUL CADDEN
STEVE PAVLOVICH
DONALD D. SMITH
WILBUR TROY
FRANK VANORE

LUZERNE COUNTY PLANNING COMMISSION



EDWARD HEISELBERG
DIRECTOR OF PLANNING

CLARENCE M. LAIDLER
COUNTY ZONING OFFICER

LUZERNE COUNTY COURT HOUSE
WILKES-BARRE, PENNSYLVANIA 18702
TELEPHONE: 825-2749
823-6161 EXT. 226 - 227

M E M O R A N D U M

TO: Proposed Task Force Members of the Emergency Traffic Operations Program of the Wyoming Valley

RECEIVED
AUG 7 1972
STRESSTEEL

FROM: Ed Heiselberg

DATE: August 4, 1972

Enclosed is a copy of the Emergency Traffic Operations Program of the Wyoming Valley. This is a short range program for improvements that do not cost much money, to help traffic conditions in the Valley as soon as possible. Without these, as traffic increases in the near future, a serious problem will exist.

A task force is being set up to handle this problem, so important to the Valley. It was thought you could contribute substantially to its solution. Please let me know by Friday, August 11, whether you are willing to serve on this task force.

WYOMING VALLEY EMERGENCY TRANSPORTATION STUDY

Due to the floods caused by hurricane Agnes ir June, 1972, a large part of the flood plain of the Wyoming Valley was devastated. Damage to the regional and local roadway system, the pecialized movement requirements of present clean-up programs and the anticipated future rebuilding programs have created a critical need for immediate and short range transportation solutions in the most severely damaged area between Nanticoke and Pittston. This proposal for an Emergency Transportation Study for the Wyoming Valley proposes a program to meet the immediate emergency transportation needs of the state, county and municipal governments and also their short range intermediate needs.

Purpose

The purpose of this study is to establish a responsive emergency transportation system in the flood damaged area to minimize the conflict to traffic flow during the clean-up plase. It also proposes to reestablish regional and local transportation circulation systems that will best serve the flood damaged area during the rebuilding phase and until damaged facilities can be restored and/or new facilities constructed. The study will also aid in efforts to maximize the benefits received from Federal and State Emergency Funding Programs.

Study Area

The general area to be covered by this study is in Luzerne County in the Susquehanna River Valley between I-81 and Rte. 11 from Nanticoke to Pittston.

Coordination

The objective of this study is to coordinate all transportation and traffic circulation needs of the region during the clean-up and rebuilding phases. Those involved in this coordination process are as follows:

a. Luzerne County

b. Penn DOT (District & Central Office) LLTS

c. Federal Highway Administration

d. Local Municipalities

e. Greater Wilkes-Barre Chamber of Commerce

f. Area Redevelopment Authorities

g. Office of Civil Defense

h. Office of Emergency Preparedness

i. U.S. Corps of Engineers

The Luzerne County Planning Commission will have the primary coordinating responsibility. However, since the coordination process will be many faceted, the consultant and the Luzerne County Planning Commission, working together, should establish an agenda for the coordination of the efforts of each of the involved agencies. This agenda for the coordination of these efforts should detail the responsibilities of each of the participating agencies and establish a format for inter-agency coordination. This format should provide a technique for rapid review of the program and its priorities and objectives.

The Scope of Work has been separated into two time phases. The Emergency Program will extend for two months and the objective of that program will be to develop regional and local circulation systems to move traffic and minimize conflict with the clean-up operations. The purpose is to normalize emergency traffic flow and allow the clean-up operations to proceed quickly. Also included in this phase is the initial development of an intermediate range circulation plan and its required traffic control system. The Intermediate Program will continue from the third month to the tenth month. This program is to finalize the development of a more permanent regional and local transportation system which will optimize the use of the remaining roadways and attempt to compensate for the loss of river bridges. The latter program will also attempt to maximize, through the improvement of transportation sensitive factors, the socio-economic revitalization of the flood damaged areas of the Wyoming Valley.

It must be remembered that during the emergency phase the traffic volumes will be constantly increasing. This necessitates reevaluation and adjustments to circulation plans to minimize conflicts.

Source of Information

Penn/DOT Bureau of Advanced Planning (LLTS)

1. Origin & Destination Data
   a. Work Trips
   b. Shopping Trips
2. 1975 Traffic Assignments
3. Mass Transit Regional Routes

Penn/DOT Bureau of Planning Statistics

1. 1970-71 Traffic Counts on State System

Wilkes Barre Topics

1. Traffic Data in Wilkes Barre

Luzerne County Planning Commission

1. Land Use Plans
2. Base Maps

PHASE I - (2 MONTHS)

SCOPE OF WORK

1. Survey the study area and determine the transportation problems and needs created by the flood disaster.
2. Assist local communities and disaster agencies in determining their emergency transportation needs and priorities.
3. Develop immediate emergency traffic circulation patterns that best meet the needs of the region and the local communities during the present clean-up period. Overall coordination will be stressed to minimize conflict.
4. Assist disaster agencies in establishing entrance locations and check points for protection of restricted areas which minimize the conflict with local and/or regional traffic. Also establish free travel corridors to facilitate circulation and aid efforts toward normalization of activity.
5. Determine relocation of Rte. 309.
6. Work with Penn/DOT and local communities to develop emergency sign placement program.
7. Work with Penn/DOT and local communities to develop emergency traffic signal control program.
8. Review and comment on traffic circulation elements of any proposals for installation of temporary bridges.
9. Develop a trial circulation system to meet the intermediate needs of the region and take into account the major problems created by the flood. This initial trial scheme will be based on previous traffic counts hand adjusted for land use and density changes. This scheme will ultimately be checked by Penn/DOT's Bureau of Advanced Planning utilizing an adjusted LLTS program. The trial schemes will attempt to maximize the capacity of the revised circulation system.

10. Develop traffic control systems necessary to optimize the capacity of the trial circulation scheme.
11. Review, evaluate and comment on emergency transit routes.
12. Outline and evaluate potential sites for emergency park and ride transfer locations.
13. Coordinate traffic control activities with phase-out operations of security forces.
14. Assist the County Planning Commission in the coordination of Phase I of this project. No formal report is planned for this phase.

PHASE II (8 Month Duration)

SCOPE OF WORK

1. Assist in development of roadway reconstruction program.
2. Assist in rerouting traffic necessitated by utility and roadway reconstruction programs.
3. Assist County in development of revised land use plans.
4. Refine the trial traffic circulation system and control system developed in PHASE I to best meet the intermediate needs of the region, taking into account problems created by flood damage.
5. Develop alternate traffic circulation system to meet the intermediate needs of the region. This alternate system will be checked by Penn/DOT's Bureau of Advanced Planning utilizing an adjusted LLTS program.
6. Develop traffic controls for alternate circulation system.
7. Assist in the implementation of the final recommended traffic circulation system that will serve the region during the intermediate period until new river crossings are opened to relieve the problem created by the floods.
8. Investigate applicability of peak hour traffic reducing techniques
   a. separate bus lanes
   b. lanes for vehicles with four or more passengers
   c. staggering of working hours
   d. encouraging car pools
   e. regulating shopping hours
   f. etc.
9. Work with County, local communities, Penn/DOT and transit operators to develop a responsive transit system with park and ride capability to best meet the intermediate needs of the public. Hopefully, this system will have a long range affect on improving transportation in the region.

10. Assist County and Penn/DOT in efforts to get local communities and Chamber of Commerce to support traffic reducing techniques.

11. Monitor implemented traffic circulation system and recommend adjustments where and when necessary.

12. Work with State, County and local agencies on educational programs to help make the intermediate traffic circulation system work.

13. Assist County Planning Commission in the coordination of PHASE II of this project. This includes preparation of a minor final report summarizing the results of the study.

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

July 28, 1972

On behalf of:
Community Redevelopment Council
c/o Greater Wilkes-Barre Chamber
of Commerce,
Wilkes-Barre, Pa.

Honorable Daniel J. Flood
House of Representatives
Office Building
Washington, D. C. 20505

Dear Congressman Flood:

It was a great pleasure to have had an opportunity to talk with you at the PHIA meeting on the subject of transportation needs in our community. The enclosed letter gives us a start towards getting the Federal coordinator whom we hope will be able to expedite the completion of the North Street and North Cross Valley bridges.

As head of this region's Community Redevelopment Council's committee on transportation, I want to do everything we possibly can to be certain that our objectives are reached without any delay. To that extent, I hope that you will call upon me if we can be of any service to you in your efforts to obtain the cooperation of the Federal and State agencies needed to see that these objectives are accomplished.

Sincerely,

E. Schechter

ES/k

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

Copies to
Rosen, Lenhford, Flood
Colberg.

July 28, 1972

On behalf of:
Community Redevelopment Council
c/o Greater Wilkes-Barre Chamber
of Commerce,
Wilkes-Barre, Pa.

Secretary Jacob G. Kassab
Department of Transportation
Commonwealth and Forster Streets
Harrisburg, Penna. 17120

Dear Secretary Kassab:

I enjoyed the opportunity of meeting you on Wednesday at the PHIA meeting and I appreciate, on behalf of our Wyoming Valley community, the interest you expressed in helping us and in doing everything possible to expedite the early completion of the bridges we need across the Susquehanna.

Our informal suggestion re the appointment of a special Federal deputy to Wyoming Valley for purposes of improving the coordination between the community's needs, PennDOT, and Federal DOT, and to expedite and cut red tape to achieve the early completion of the North Street bridge and the North Cross Valley Expressway, has been met with favor by Congressman Flood and by Mr. Francis Tobin, OEP Director for this area.

If you still agree that this is a good idea, we would appreciate your initiating the necessary request to the Federal Department of Transportation. We hope that in this way DOT, following the example of other Federal agencies who have appointed similar special deputies to this area to aid in flood relief, can cooperate to its maximum extent in meeting the needs of the people of our community.

If we can be of any help in achieving this objective, please let me know.

Sincerely,

E. Schechter

ES/k

E. Schechter

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

COMMUNITY RECOVERY COUNCIL
92 SOUTH FRANKLIN ST.
WILKES-BARRE, PA.
PHONE 823-2101

RECEIVED
AUG 1 1972
STRESSTEEL

July 31, 1972

TO: BRIDGES, ROAD AND TRANSPORTATION COMMITTEE

FROM: MR. EDWARD SCHECHTER, CHAIRMAN

I am sure you are aware that there has been an overall group formed under the current name of COMMUNITY RECOVERY COUNCIL to guide the many faceted problems resulting from our recent flood disaster.

There will be several key committees operating under the overall umbrella group, one of which is the Bridges, Road and Transportation Committee which I have been asked to chair.

I would appreciate it very much if you would agree to serve on this Committee with me. The list of the Committee Members is as follows:

Mr. ~~Carl Schmidt~~, Jr. ✓
Mr. Tom Bigler
Mr. Leo Corbett ✓
Mr. Edward Heiselberg ✓
Mr. Thomas Kiley ✓
Mr. Clifford Bigelow ✓
Mr. John Conyngham ✓

I am calling a Committee meeting for next ~~Saturday~~, August, ~~5~~ 4, 1972 at 8 a. m. at the Treadway Inn to discuss several very important matters that we should address ourselves to at this time. This will be a Breakfast Meeting.

July 31, 1972

Mr. Edgar Lashford
Chamber of Commerce
Chamber of Commerce Building
Wilkes-Barre, Pa. 18701

Re: Buses

Dear Edgar:

I spoke to Molter, (OEP - Tobin's deputy), to try to clarify the discrepancy between Tobin's statement to us of July ~~27th~~ 25-26 and General Townend's statement re discontinuance of bus service, made on July 29th.

Molter said he could not speak for Tobin, but upon Tobin's return on Wednesday morning would discuss the matter with him and then contact me. He did point out there was no legal way for OEP to continue complete subsidy of bus service. The law specifically indicates that their subsidying should be supplementary to, and not a substitute for, existing buses. He expressed the hope that the communities would get together and help work out this problem.

I did not tell him what I thought about the likelihood of the "Communities getting together" in this Valley. I think we may have a serious problem which a lot heavier people than me should get involved in. I will try to make an appointment with Tobin for Wednesday and hope that you and/or one or two others can accompany me to that meeting.

Sincerely,

ES/k

E. Schechter

July 31, 1972

The Honorable Max Rosenn
Rosenn, Jenkins and Greenwald
Blue Cross/Blue Shield Building
Wilkes-Barre, Pa. 18701

Re: Transportation Subcommittee, CRC

Dear Max:

I have added Jack Conyngham to the list of members of this committee which I previously gave to you.

Sincerely,

ES/k

E. Schechter

July 31, 1972

Mr. William H. Colberg
Assistant Director Program Coordination
Office of Management and Budget
Old Executive Office Building
Washington, D. C.

Dear Mr. Colberg:

As I mentioned to you by phone today, I am working with Judge Rosenn on his Community Recovery Council and have been assigned the responsibility for a sub-committee on transportation, bridges, and highways. In that regard, I am very pleased to have gotten to know you and to know that we have such a sympathetic and understanding ear in Washington. I am sure we will be talking together frequently in the future.

I am attaching a copy of a letter which was written this weekend to Secretary Kassab, requesting the appointment in this community of a special Federal deputy of the Department of Transportation, to help us cut red tape and expedite the completion of our two major river crossings - the North Street Bridge and the North Cross Valley Expressway, which are so desperately needed to reconstitute our community. Anything which you can do to help in this regard will be appreciated.

Please call upon me if I can be of any assistance in any of this work.

Sincerely,

ES/k
attach.

E. Schechter
President

July 31, 1972

The Honorable Max Rosenn
Rosenn, Jenkins and Greenwald
Blue Cross/Blue Shield Building
Wilkes-Barre, Pa. 18701

Re: Community Recovery Council

Dear Max:

For your records I am enclosing a copy of the letter which we sent to Secretary Kassab last week on the subject of obtaining a Federal expeditor assigned to this community from the Department of Transportation.

My committee on transportation is composed of the following:

Jack Schmitt, Tom Bigler, Leo Corbett, Ed Heiselberg, Tom Kiley, Cliff Bigelow, and Jim Adonizio. + Jack Conyngham

We have scheduled our first meeting for breakfast at the Treadway on August 4th at 8:00 A. M. I know that you have an enormously busy schedule but certainly if you are available, we would welcome you at the meeting.

Two minor comments on our Saturday meeting:

1. Do you think it would be possible to get Tobin or his deputy, Molter, to attend these CRC meetings? In my opinion it would be useful.

2. Why is it that so much publicity is channeled through ABC - WNEP - TV? It seems to me that our community-wide matters ought to be offered to the three major networks, and let them choose whether they want to broadcast the material jointly, or take individual positions.

I appreciate the opportunity of working with you in what I hope will be a useful activity.

Sincerely,

ES/k

E. Schechter

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 8, 1972

The Honorable Max Rosenn
Federal Office Building
Main and South Streets
Wilkes-Barre, Pa. 18703

Dear Max:

I think we have neglected, because we feel it is so obvious, one important consideration which should receive formal action at our next meeting. I was about to bring it up today as "other business", but did not want to delay the Secretary.

I think we need a strongly worded resolution from Flood Recovery Task Force, Inc., that it is the intention of the community to rebuild in those flood affected areas which are outside of the river dikes.

This may seem like an unnecessary resolution - the intention has been voiced by many people to rebuild and there is firm resolve that this will be done. However, I sense that the resolution is necessary because I see on the periphery of the political and beauracratic community certain strong forces who question whether they can give government financial support to rebuilding on what they define as the flood plain - the entire area from north and west of Wyoming Avenue in Kingston and Forty Fort, across the river to the south and east side of Pennsylvania Avenue and the railroad tracks in Wilkes-Barre. I believe the Corps of Engineers defines this large area as the flood plain.

Lt. Governor Kline indicated that state funds may be withheld from those who rebuild on the flood plain. (See 8/2 clipping attached). Commissioner Ed Wideman has indicated that we might defer mid and long range decisions concerning trasit in the county until we are informed as to whether support will be given to rebuilding the city and the adjacent communities in their pre June 22nd locations.

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

These doubts must be quickly dissipated. The Corps of Engineers must, in my opinion, be advised to adopt other remedies for possible future floods than just withholding federal funds or encouraging people to move out. Our county and local officials must be given the confidence that full State and Federal support will be provided from all agencies to those who rebuild. I believe a unanimous resolution from our group can go a long way towards accomplishing this result.

If you agree with me, I would appreciate your putting it on the agenda for discussion and resolution at our next meeting.

Sincerely,

ES/k

E. Schechter

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 11, 1972

The Honorable Max Rosenn
Federal Office Building
Main and South Streets
Wilkes-Barre, Pa. 18703

Dear Max:

I am going away over the weekend and there are some matters of which you should be informed just to keep abreast of my activities.

1. Transit matters in the Wilkes-Barre area. We had another meeting yesterday with the county commissioners at which PennDOT and their consultant suggested immediate consideration of a public transit system. The commissioners hope to maintain the present subsidy until the North Street bridge is built, and on this issue will have the support of Secretary Kassab. However, as this means a minimum subsidy of something like $5,000,000 for the two year period, we argued that it was unrealistic to assume it would continue. The commissioners asked me to chair a committee on which Frank Henry, Jack Conyngham, Julius Landau, Ed Heiselberg, and Jack Holt will serve, to prepare a report on the relative merits of the two possible forms of county directed public transportation - a transit authority or a county department of transportation. Our work has started. We will be using Joe Quinn to help us on the legal matters. We expect to have a draft ready in about 10 - 12 days.

2. Since my very unsatisfactory meeting with Secretary Kassab on Wednesday, I have not made any further efforts towards obtaining a resident engineer expeditor from either the Penn or Federal DOT. I agree that this issue is only a small part of the fight going on between state and federal authorities, and until the larger issue is resolved we may not get anywhere on our requests. I do not want to let this matter slide too long, however, and would like to talk to you early next week on how we best can coordinate our efforts, perhaps through the legislators during the meeting on August 18th.

3. A preliminary report by Cliff Bigelow to my committee yesterday indicates that matters are much worse with the North Cross Valley Expressway than any of us had believed. There are many stumbling blocks and obstacles in the way of this structure, and it is not being handled on anything very much more than a routine basis.

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

4. Local traffic problems and short term solutions are being well handled* by the combination of Civil Defense - Townend, Wilkes-Barre city, our committee (Bigler and Corbett), PennDOT, who has a traffic engineer in this area now (Don Wilshire), and PennDOT's consultants, Boles and Smyth, who are very effective and operating well.

5. Because some of our work and possible minor accomplishments have already created friction with others operating in this field, particularly General Townend, I have requested all of our committee members to be guided by the principal that we seek the lowest possible profile with the least possible publicity for anything which we are doing. Credit in each instance for any accomplishment should go to the local, state, or civil defense officials involved. I have personally talked to General Townend about one conflict of last week and hope I have resolved that problem. I do feel that you should know that this type of tension has come up, although at this time I do not request any help.

If you do have the opportunity, please call me early next week. Perhaps we can get together for a few minutes before the meeting on Friday, August 18th.

Sincerely,

E. Schechter

ES/k
cc: A. Hourigan
E. Lashford

*For planning, that is, the ~~implications~~ Mantaken of short term solutions - money - is a major problem right now. I intend to get deeper into this in the next few days, after talking more with Leo Corbett.

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 11, 1972

Mr. F. X. Tobin
Office of Emergency Preparedness
Region 7
Trader National Bank Building
1125 Grand Avenue, Room 1500
Kansas City, Missouri 64106

Dear Francis:

I regret very much that we did not have an opportunity to spend a few quiet hours before you had to get back. I am sorry you were not feeling well the last hectic days here but I can understand at least a part of the strains that were on you and I admire your ability to have coped with them so well.

It will be very difficult for any of us to properly express to you the great value of your services to our community during this emergency. You will probably say that this is no more than what you were hired to do and are paid for. Having considered the matter of what constitutes "in the line of duty" for many years when I was an infantry officer, I can understand your reaction, but I do not agree. It is your superior performance of that duty which is really the issue.

I also regret that we did not have an opportunity to expand our friendship outside of the immediate problems of the emergency. I enjoyed the few hours we had together and I hope that someday my traveling for business will land me in Kansas City - when the river is low, there are no tornados on the horizon, lots of water for the farmers, and no possibility of a surprise nuclear attack - a series of circumstances which should at least allow us to have a quiet meal together.

With kindest regards and best wishes.

Sincerely,

Ed.

ES/k

E. Schechter

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

August 11, 1972

Mr. E. Wideman
County Commissioner
Luzerne County Court House
Wilkes-Barre, Pa. 18701

Re: Bus Transportation, Luzerne County

Dear Commissioner Wideman:

Mr. Carney, the OEP Director in the Wilkes-Barre office, advised me this morning that the question of their acceptance of a partial fare from bus riders is in the hands of their legal department in Washington. He assured me their review would be complete before the middle of next week and at that time he would immediately inform me of their findings.

I will let you know as soon as I hear anything further.

Sincerely,

ES/k

E. Schechter

AUG 11 1972

RECEIVED

AUG 14 1972

STRESSTEEL

FLOOD RECOVERY TASK FORCE, INC.

Max Rosenn
Thomas H. Kiley
Edgar J. Lashford
Edward Schechter
Andrew J. Sordoni, III
Dr. Francis J. Michellini
George Sailus
Eugene Roth
Harold Rose
Roy Morgan
Frank Townend
John Hibbard
Joseph Quinn
Mrs. Frank Anderson

MEMO FROM: Judge Max Rosenn, Acting Chairman

Arrangements have been made for the Federal Regional Council to meet with representatives of our local Flood Recovery Task Force, Inc.

The meeting will be held on Tuesday, August 15, 1972, at 12:15 p.m. at the Gus Genetti Hotel. This will be a luncheon meeting.

I would appreciate if if you would make every effort to attend this meeting.

FLOOD RECOVERY TASK FORCE, INC.
P.O. Box No.1367
Wilkes-Barre, Pa.18701

August 14, 1972

MEMO

TO: ✓Mr. Edward Schechter
Mr. Tom Bigler
Mr. Leo Corbett
Mr. Edward Heiselberg
Mr. Thomas H. Kiley
Mr. Clifford Bigelow
Mr. John Conyngham
Mr. Carl Schmitt, Jr.

FROM: Judge Max Rosenn, Acting Chairman

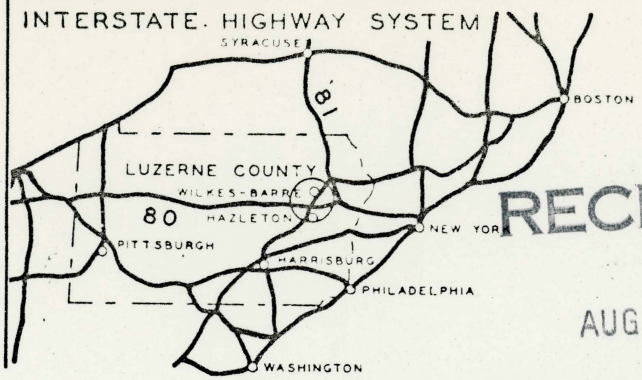
Arrangements have been made to meet with our legislators concerning some important matters that have arisen with respect to the problems of our streets, roads, bridges and mass transportation. The meeting will be held on Friday, August 18, 1972 at 12:15 p. m. This will be a luncheon meeting at the Hotel Sterling (Adams Room).

Please make every effort to attend if you possibly can.

RECEIVED
AUG 15 1972
STRESSTEEL

JOHN A. HOURIGAN, JR.
CHAIRMAN
JOHN L. McDONALD, ESQ.
VICE CHAIRMAN
NOEL B. CAVERLY
SECRETARY
MICHAEL GALVIDA
TREASURER
PAUL CADDEN
STEVE PAVLOVICH
DONALD D. SMITH
WILBUR TROY
FRANK VANORE

LUZERNE COUNTY PLANNING COMMISSION



EDWARD HEISELBERG
DIRECTOR OF PLANNING

CLARENCE M. LAIDLER
COUNTY ZONING OFFICER

LUZERNE COUNTY COURT HOUSE
WILKES-BARRE, PENNSYLVANIA 18702
TELEPHONE: 825-2749
823-6161 EXT. 226 - 227

RECEIVED
AUG 21 1972
STRESSTEEL

August 17, 1972

Federal Regional Council Attention: Mr. Theodore Robb, Chairman
Office of State Planning and Development
Situation Room
North Third Street - Payne-Shoemaker Bldg.
Harrisburg, Penna. 17101

Gentlemen:

At the meeting of the Federal Regional Council on August 8, certain information was requested of the planning agencies present. Among these were delineation of the flooded area, drainage estimates, immediate relief action and recovery, and plans developed and the effect of the flood on them. Also suggested, was the development of an overall comprehensive plan for disaster recovery.

The Wyoming Valley Area of Luzerne County, bisected by the Susquehanna River, and protected by a large extent by dikes, was the hardest hit area by Hurricane Agnes. Over 24,000 dwelling units or over 75,000 people, were affected by the flood waters in the Valley. Twenty-four municipalities were affected in Luzerne County by the Susquehanna River, and a listing of the dwelling units with water damage, as estimated by the Luzerne County Planning Commission, is attached herewith.

Enclosed also is an estimate prepared by the Economic Development Council of Northeastern Pennsylvania on the Economic Impact of Tropical

Storm Agnes on Luzerne County, including 150 manufacturing firms and 2,720 businesses hit by the flood waters, with about one-third of the labor force unemployed as of July 7, 1972.

Survey damage teams employed by the City and County redevelopment authorities, are now inspecting the area for detailed damage.

Attached is a generalized map of most of the area. A more detailed map of all of the area, flooded by the Susquehanna River, is being sent under separate cover.

The North Street Bridge, Pa. 309, between Wilkes-Barre and Kingston, was ruined. It carried 25,000 vehicles a day. In addition, three county bridges in the Wyoming Valley were damaged, and closed, although one has subsequently been partially opened.

Penn DOT is proceeding as fast as possible, cutting all the red tape, to design and construct the North Street Bridge. However, connections are urgently needed for four lane traffic from this bridge southeasterly to Interstate 81, and northwesterly to Route 11.

In addition, another bridge is sorely needed over a mile upstream from the North Street Bridge. This is in the Lackawanna-Luzerne Transportation Study Plan, a brochure of which is enclosed herewith, as a high priority item, and is in final design. This bridge and its highway connection on both sides of the River, and to downtown Wilkes-Barre, is crucial to the survival of the Wyoming Valley Area (one-quarter of a million people).

Many of the people dislocated from their homes are being located in temporary mobile home parks, with as many as 5,000 people in one park. They

are travelling to and from their homes daily, cleaning the mud out, ripping up their buckled floors, and wall coverings to get out the wet insulation, and trying to replace wiring and get their utilities hooked up before cold weather, as well as looking for furniture and appliances. This, together with the several bridges being out, the general cleanup program of trash some of which extends out into the street, and utility repairs, and later repairs to streets themselves, is now creating a major traffic problem, which will get worse as more stores and industries reopen. A group is working on this, but Federal and State funding is needed for those traffic projects outside Wilkes-Barre City (where the TOPICS Program is funded). This has also created a heavy burden on many of the school administrative districts in the County.

OEP is subsidizing the busses, and this needs to be continued until the bridges are back in operation.

Urban renewal projects are being prepared and submitted, at least for the municipalities which have had major damage by the flood.

One of the major jobs still to be done is the preparation of a Comprehensive Plan for the Wyoming Valley Area. This would guide the redevelopment authorities in their plans for reuse of the separate municipalities, and also the school administrative districts and recreation groups and chamber industrial groups. There would be both an emergency and a long range plan and program. Among projects studied would be housing, including mobile home parks, low income family and elderly housing, medium income non-profit or limited profit housing and private housing needed; transportation including bridges, highways, traffic and busses; flooding and storm drainage including

dikes, impounding areas, areas periodically flooded, and upstream dams; urban renewal projects; school needs; industrial development; recreation needs; utilities, and particularly sewer and water; land use; and developmental controls (zoning, subdivision regulation, and building and other codes).

The Luzerne County Planning Commission believes that it is the proper agency for arranging for this Comprehensive Plan of the Wyoming Valley. The Commission has made, or been part of, functional studies and programs for most of the subjects enumerated above, and has prepared a generalized comprehensive plan for Luzerne County.

In addition, the County Planning Commission would like to assist the municipalities in the County to obtain, and remain eligible, for Federal flood insurance.

Accordingly, the Luzerne County Planning Commission respectfully requests that the Federal Regional Council allocate money to the Commission for the preparation of this Comprehensive Plan for the Wyoming Valley, and for assistance with the Federal Flood Insurance Program.

Yours truly,

Edward Heiselberg

Edward Heiselberg, Director of Planning
Luzerne County Planning Commission

EH:adeg

Enc:

cc: William Wilcox, Ed Simon, Ed Wideman, John Hourigan, Ed Schechter, Edwin Sites, Bob Lipscomb, Dallas Dollase, William Kaplan , and Howard Grossman

August 17, 1972

LUZERNE COUNTY PLANNING COMMISSION ESTIMATE

of

DWELLING UNITS AFFECTED BY FLOOD WATER

MUNICIPALITY	DWELLING UNITS
Conyngham Twp.	175
Duryea Boro.	96
Edwardsville Boro.	867
Exeter Boro.	73
Exeter Twp.	82
Forty Fort Boro.	1,974
Hanover Twp.	1,468
Hunlock Twp.	20
Jenkins Twp.	85
Kingston Boro.	6,745
Luzerne Boro.	211
Nanticoke City	65
Nescopeck Boro.	23
Nescopeck Twp.	35
Pittston City	6
Plains Twp.	98
Plymouth Boro.	1,332
Plymouth Twp.	416
Pringle Boro.	34
Salem Twp.	30
Shickshinny Boro.	192
Swoyersville Boro.	1,957
West Pittston Boro.	498
West Wyoming Boro.	214
Wilkes-Barre City	7,237
Wyoming Boro.	32
TOTAL	23,965

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 18, 1972

To: Flood Recovery Task Force, Inc.
Transportation Committee

Re: Committee Procedures

Gentlemen:

In light of the announced office of Federal and PennDOT for Wilkes-Barre, made at today's luncheon, I would like to suggest the following amplification of our operating procedures:

1. On Monday, August 21st, I will contact DeAngelo and Radomski and advise them of our committee makeup and the people in charge of each of our subcommittees. I will tell them that each of you within your particular responsibility will be touch with them in order to coordinate our activities.

2. I will make it plain to them that we consider this relationship a two way street. We will be interested in their progress and will monitor their efforts, but we also will want them to use us when and wherever they can, if they think we can be of value in expediting their projects.

3. After Monday, I would appreciate your making a prompt contact with these people in order to get up to date with their thinking concerning your particular area of interest. Thereafter, as frequently as you feel it necessary, even if it means a once a day basis, I suggest that you be in contact with them to keep abreast of their activities and to see if we can be of help.

4. I would like to be kept informed of all significant changes during the week, but routine reports can and should be handled at our Thursday morning breakfast meeting.

5. Unless there are good reasons to the contrary, I intend to ask Vipperman and at least one of his two state personnel, to be present at these Thursday morning meetings, not as a member of our committee but only for purposes of information exchange and coordination.

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

6. I have been asked to increase the membership of our committee by two. Please let me have your suggestions next Thursday so that these people can be promptly selected and brought into the Flood Recovery Task Force.

Our next meeting is confirmed for Thursday, August 24th, 8:00 A. M. I will attempt to get a private room this time so that we can discuss our affairs a little more quietly. The meeting will be at the Treadway. My secretary will notify you by phone if we can't get a private room and are required to change the location.

Sincerely,

E.

ES/k

E. Schechter

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 18, 1972

On Behalf Of:
Flood Recovery Task Force, Inc.

Secretary Jacob G. Kassab
Department of Transportation
Commonwealth and Forster Streets
Harrisburg, Penna. 17120

Re: Coordination of Transportation Problems,
Wyoming Valley

Dear Secretary Kassab:

On behalf of this task force I want to tell you how pleased we were in hearing that PennDOT will announce the appointment of special representatives to the Greater Wilkes-Barre, Wyoming Valley area in order to help expedite our flood recovery program. We are most grateful to you for making these appointments, which we know will be of great help in solving our flood related problems.

Sincerely,

E. Schechter

ES/k
cc: Edgar Lashford
David Schooley
bcc: Max Rosenn

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 25, 1972

The Honorable Max Rosenn
Federal Office Building
Main and South Streets
Wilkes-Barre, Pa. 18703

Re: Flood Recovery Task Force, Inc.

Dear Max:

I do not believe that the bi-monthly schedule of meetings which we now have for Flood Recovery Task Force, Inc., provides sufficient latitude for discussion of the various problems and projects which come up. Although I hate to establish another committee, I offer the suggestion that we have regular informal weekly meetings of what could be called the Executive Committee of the Task Force, composed of its officers and committee heads. At this meeting, progress reports should not take up the time, but rather we should discuss how to handle new problems as they emerge, and use the Executive Committee as a sounding board to establish policies for carrying out the activities of each of our committees.

These functions cannot be accomplished at a meeting such as the one we had today as the time just is not available to bring up any new matters.

As an example of what I mean, a matter was brought to my attention which I think is of serious proportions and may affect a lot of redevelopment. I refer to the reports I hear concerning the Wyoming Valley Sanitary Authority, its lack of speedy action towards rehabilitation, its estimate of one year before the primary treatment plant is back in operation, and its continued disregard of the State's requirement for secondary treatment facilities. In reference to the secondary treatment problem, it is reported to me that several communities have run into a major obstacle. In effect, the EDA is saying to the communities, you cannot have funds for your rehabilitation and renewal programs until we are assured that the Sanitary Authority is proceeding with secondary treatment.

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

This whole issue concerning the Sanitary Authority is complicated and, without further information, we cannot just assume that they are acting improperly, and not in the best interests of the community. It should be studied by a knowledgable committee, who can become familiar with both the technical and the political aspects of the situation. The question we must resolve is whether this is a proper activity for the Flood Recovery Task Force and, if so, who should head up the committee.

I have asked Ed Heiselberg to write you more of the details on this situation. His letter should be read along with mine to give you background information. I will be pleased to discuss it with you at your convenience. I will be out of town Tuesday and Wednesday of next week, but will be in my office all day Monday, and Thursday and Friday.

Sincerely,

E. Schechter

ES/k
cc: Ed Heiselberg

DANIEL J. FLOOD
11TH DIST., PENNSYLVANIA

COMMITTEE:
APPROPRIATIONS

CHAIRMAN, SUBCOMMITTEE ON LABOR, HEALTH, EDUCATION AND WELFARE

MEMBER, SUBCOMMITTEE ON DEFENSE

Congress of the United States
House of Representatives
Washington, D.C. 20515

August 28, 1972

HOME OFFICE:
1015 UNITED PENN BANK BLDG.
WILKES-BARRE, PENNSYLVANIA
ZIP CODE: 18701
PHONE: AREA CODE 717
822-2194

WASHINGTON OFFICE:
108 CANNON BUILDING
ZIP CODE: 20515
PHONE: AREA CODE 202
225-6511

STEPHEN B. ELKO
ADMINISTRATIVE ASSISTANT

HELEN M. TOMASCIK
EXECUTIVE SECRETARY

Mr. Ed Schechter
Stressteel Corporation
221 Conyngham Avenue
Wilkes-Barre, Pennsylvania 18702

Dear Mr. Schechter:

I wish to acknowledge your letter of August 17 - I was glad to have the information contained therein.

You can be sure I will continue to do all I can to help. I am enclosing a copy of a letter I sent to Ralph Bartelsmeyer, Acting Administrator of the Federal Highway Administration. Also enclosed is a copy of a letter I received from Pennsylvania Secretary of Transportation Jacob G. Kassab which will interest you.

We are on the right track - I talked to Ralph Bartelsmeyer last week at some length on the North Street Bridge - temporary - to be sure it was on the way at once - it is!

Sincerely yours,

DANIEL J. FLOOD, M.C.

DJF/y

Enclosures (2)

RECEIVED
AUG 31 1972
STRESSTEEL

DANIEL J. FLOOD
11TH DIST., PENNSYLVANIA

COMMITTEE:
APPROPRIATIONS

CHAIRMAN, SUBCOMMITTEE ON LABOR,
HEALTH, EDUCATION AND WELFARE

MEMBER, SUBCOMMITTEE ON DEFENSE

Congress of the United States
House of Representatives
Washington, D. C.

HOME OFFICE:
1015 MINERS NATIONAL BANK
WILKES-BARRE, PENNSYLVANIA
ZIP CODE: 18701
PHONE: AREA CODE 717
822-2194

WASHINGTON OFFICE:
108 CANNON BUILDING
ZIP CODE: 20515
PHONE: AREA CODE 202
225-6511

EUGENE D. HEGARTY
ADMINISTRATIVE ASSISTANT

HELEN M. TOMASCIK
EXECUTIVE SECRETARY

August 28, 1972

Mr. Ralph R. Bartelsmeyer, Deputy Administrator
Federal Highway Administration
Washington, D. C. 20590

COPY

Dear Mr. Bartelsmeyer:

You will find enclosed a copy of a letter sent to me by Mr. E. Schechter, Stressteel Corporation, Wilkes-Barre, Pa., a member of the Flood Recovery Task Force, Inc., concerned about highway needs in our area.

Would you kindly send me details on Mr. William Vipperman, his jurisdiction and authority and biography, and have him get in touch with me at once?

Many thanks.

Sincerely yours,

DANIEL J. FLOOD, M.C.

DJF/y

Enclosure

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17120

OFFICE OF
SECRETARY OF TRANSPORTATION

August 24, 1972

AUG 28 1972

Honorable Daniel J. Flood, M.C.
Congress of the United States
House of Representatives
Washington, D. C. 20515

Dear Congressman Flood:

This is in reply to your letter of August 8, 1972 requesting my comments on the contents of two letters you received from Mr. Edward Schecter, Stressteel Corporation, Wilkes-Barre, Pennsylvania.

I am happy to inform you that I was able to meet with the Flood Recovery Task Force of Luzerne County on August 18, 1972. I informed them at that time of the appointment of two key personnel from the District 4-0 office to coordinate flood recovery work and expedite the design and construction of the North Street and Cross Valley Expressway Bridges. Mr. Anthony P. DeAngelo will be responsible for the flood recovery effort, and Raymond R. Radomski for the expediting of bridge design. An office has been established on the easterly side of the river at North Street where these men will be available.

I also announced at the same time that PennDOT will construct a temporary bridge at the site of the old structure. This will be a two-lane cartway and will remain in place until two lanes of the new bridge are completed. It will then be removed, and the final two lanes of the new structure will be built while traffic utilizes the completed two lanes of the four-lane structure.

I can assure you that the news of the temporary bridge was well received and that we were assured of the full cooperation of the Federal Highway Administration through Secretary Volpe's representative, Dr. James Costantino.

Do not hesitate to call on us, if you require further information on this matter.

Very truly yours,

Jacob G. Kassab
Secretary of Transportation

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 28, 1972

The Honorable Max Rosenn
Federal Office Building
Main and South Streets
Wilkes-Barre, Pa. 18703

Re: Wyoming Valley Sanitary Authority

Dear Max:

Please refer to my letter of August 25th in which I mention the problem of the Sanitary Authority. I have, since that time, made several inquiries and I find, as I suspected, that this problem is extremely complicated and not one which can reach an easy solution. Lester Shapiro, who is my principal source of information, and a member of the Sanitary Authority Board, would be very willing to have a special committee of the Task Force work on the problems of the Authority. I think it is something which should be considered.

Lester confirms that EDA funds are being held up because of lack of commitment on secondary treatment facilities. He has many reasons why this is an unreasonable attitude, and is convinced that the Sanitary Authority Board is unanimous against secondary treatment at this time.

The rumor I heard that primary treatment could not be re-started for about one year is false. The Corps of Engineers have taken over rehabilitation of the Sanitary Authority facilities and are planning to have this in operation within 4 - 8 weeks from today.

I still feel this is a subject for discussion at a Flood Recovery Task Force meeting.

Sincerely,

E. Schechter

ES/k
cc: E. Heiselberg

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

August 28, 1972

Commissioner E. Wideman
Luzerne County Courthouse
Wilkes-Barre, Pa. 18701

Dear Commissioner Wideman:

The first recommendation of the special Mass Transit Committee was to require that the consultants develop and prepare a Luzerne County Transit Development Program. You asked, during our meeting, what this would cost Luzerne County. I said I was not certain, I believed it would not cost anything, but I would find out.

I have since spoken to Jack Kinstlinger, Director of Planning, PennDOT, and I now can advise the following:

> The Transit Development Program is estimated to cost $5,000. It is being inserted as an additional work program into the original contract between the consultants and PennDOT and will be paid for out of existing contractual funds. The assumption is that it may not be necessary to complete the entire original contract as programmed, and under these circumstances, there will be no extra charge. If, however, the Federal government, in order to support continued transit programs in this community, should require the completion of the full initial work program, including this special Transit Development Program, then the charge will be additional. Under these circumstances, Luzerne County would be required to contribute 1/6th of the additional cost, or $833. This contribution would be made in services similar to those which we are now providing to the Mass Transit Study by the Luzerne County Planning Commission, and would not be an additional direct cash cost to the County.

Mr. Heiselberg has advised me that the gathering of statistics and the development of information which would be necessary to provide the County share of this work is already in progress by his department.

Sincerely,

E. Schechter

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

ES/k
cc: Transit Study Group