4.11

FRTF—Transportation Committee, "The Emergency Status of the Cross Valley Expressway as a result of Tropical Storm Agnes, 1972 December 22

THE EMERGENCY STATUS OF THE CROSS-VALLEY EXPRESSWAY (L.R. 1052) AS A RESULT OF TROPICAL STORM AGNES

PRESENTED BY THE TRANSPORTATION COMMITTEE OF THE FLOOD RECOVERY TASK FORCE. INC.

HOTEL STERLING
WILKES-BARRE, PA. 18702

DECEMBER 22, 1972

The following statement, which substantiates the emergency need created by Tropical Storm Agnes in June 1972 for the Cross-Valley Expressway, was developed by the Economic Development Council of Northeastern Pennsylvania (EDCNP) at the request of the Transportation Committee of the Flood Recovery Task Force, Inc. (FRTF) in close cooperation with that Committee.

This paper represents an initial statement to which supportive data will be appended as they become available and as further documentation appears necessary.

For further information, please contact:

Edward Schechter, FRTF, Chairman - 717-825-7381
Gabrielle Ramsauer, EDCNP, Planner - 717-457-7456

CROSS VALLEY EXPRESSWAY (L. R. 1052, SECTIONS 1, 2, 3); JUSTIFICATION FOR A PROPOSAL TO COMPLETE L. R. 1052 AS A FLOOD RELATED EMERGENCY MEASURE

The need for the Cross-Valley Expressway (C-VE) before Tropical Storm Agnes in June 1972 has been thoroughly documented by the December 1970 report of the Lackawanna-Luzerne Transportation Study, the regional priority statement prepared by the Economic Development Council of Northeastern Pennsylvania in January 1972 as well as this Council's recommendations to the State Legislative Delegation of November 1971, and many resolutions of the Luzerne County Planning Commission, Luzerne County Commissioners, the Wilkes-Barre Chamber of Commerce, and other sources.

As a result of the disastrous flood and its aftermath, there are urgent new reasons why immediate construction of this vital link is necessary. This report summarizes these flood related reasons for prompt construction of the C-VE and discusses why the community needs this highway and bridge as a lifeline for its future security, economic health and social development.

1. EMERGENCY REQUIREMENTS

The effects of the June 1972 flood in Wyoming Valley were worse than they would have been had Wyoming Valley had a modern Cross-Valley bridge and highway system. With no cross-river communication during the flood all vital health, medical, food and associated emergency social services required helicopter lift, or circuitous road links, at great expense, with considerable delay and with added suffering. As a disaster reduction measure alone, the C-VE needs immediate implementation.

Although Agnes has been defined as a 175 year flood, the impact of urbanization and other modifications to the natural environment make the probability of similar occurences far greater than traditional assumptions would indicate.

Even if a low probability is assumed of a repeated disaster, consideration should be given to the magnitude of the risk. A new catastrophy, remotely possible though it may be, would be greater than the Valley could economically and socially afford. The knowledge gained through the recent flood about the dangers to which this Valley is prone has made the community acutely aware of the need for the C-VE.

There are common precedents for thinking in terms of potential disaster magnitudes rather than occurence probabilities. Civil defense, for example, is based on this precept and so are most insurance programs. The C-VE should be viewed in terms of its function as an emergency relief route. In the case of another similar disaster, the social cost of the non-existence of this strategic corridor could far outweigh the cost of its immediate implementation.

Hence, because of the strategic position of the C-VE, the high risks associated with its prolonged non-existence, and the Valley's inability to cope with a potential new disaster, it is in the interest of the public welfare and safety that the C-VE be constructed as an emergency measure.

2. RESTORATION OF THE ECONOMIC VIABILITY OF A MAJOR APPALACHIAN ECONOMIC ACTIVITY AREA

The flood has put the Greater Wilkes-Barre area, which was just beginning to recover from over 30 years of depression, into a most precarious economic situation. The devastation of homes, industries, and public facilities represents a tremendous setback. A massive effort in all aspects of area development is necessary to save Wyoming Valley from economic and fiscal collapse, to return it to its pre-flood economic status and to restore the economic growth trend which recently became evident.

The success or failure of this effort is closely linked to the construction time frame of the C-VE. Prompt construction will eliminate doubt and create confidence among the civic, business and industrial communities.

a. Urban Core Revitalization

The reconstruction and revitalization of the urban cores is severely inhibited by congestion and inaccessibility resulting from flood impacted traffic patterns. The successful post-flood mass transit program and the temporary reconstruction of the North Street bridge will only eliminate a part of the problem. Prompt construction of the C-VE will: (1) ease access to the central business district and thereby make it possible to attract new commerce and industry to the area and convince existing businesses to remain; and (2) enable municipal officials, redevelopment authorities and real estate interests to make decisions that will enhance the Valley's potential for growth.

b. Industrial Relocation and Development

The area's prospects for post-flood industrial development are closely related to the potentials of the industrial park sites near the C-VE, the linkage with the Interstate system and the labor force mobility which the Expressway would provide. The appended map indicates the relationship to the C-VE of the Parsons Industrial Park, the Interstate Industrial Park, the Greater Wilkes-Barre Industrial Fund Site, and the Luzerne Products Site.

Vocational school, mall, Rifle medical complex

3. REDEVELOPMENT OF FLOOD IMPACTED AREAS

The proposed post-flood urban renewal areas cover almost all of the developed areas within the 1972 flood line (see map). The C-VE corridor, transversing the Kingston, Luzerne and Forty Fort urban renewal sites, is located central to all flood related urban renewal areas. The scope and direction of post-flood redevelopment is closely related to transportation facilities. The C-VE represents the major component of the system.

PRINGLE BORO
LARKSVILLE BORO
EDWARDSVILLE BORO
KINGSTON BORO
WILKES-BARRE
HANOVER IND. PARK
ASHLEY BORO
GREATER WILKES BARRE
IND. FUND SITE
WILKES-BARRE
1
2
3
4
5
6
Delaware, Lackawanna & Western Railroad
Delaware & Hudson Railroad
Central Railroad of New Jersey
Lehigh Valley Railroad
Susquehanna River
Nanticoke Branch
SULLIVAN TRAIL
11
309
To Hazleton
RICHARDS ISLAND
TORYS CREEK
MAIN ST
PENNSYLVANIA BLVD
PARKWAY
PUBLIC SQ
COURTDALE AVE
NORTH ST
ATLANTIC AVE
ORCHARD ST
WOODWARD AVE
SPRUCE ST
BROADWAY ST
OAK ST
PINE ST
MAPLE ST
PALMER ST
POPLAR ST
BUTTONWOOD ST
CHARLES ST
WYOMING AVE
SPRAGUE AVE
MAPLE AVE N
PAGE AVE
SCHUYLER ST
CHESTNUT ST
SPRUCE LA
RIDGE AVE
RUTTER AVE
CHARLES AVE
FORD AVE
WESTMORELAND AVE
GIBSON AVE
WARREN AVE
MEADOWLAND AVE
TIOGA AVE
NANDY DR
HAMILTON ST
WRIGHT AVE
LANDON AVE N
OSCEOLA AVE
ATHERTON AVE
LOVELAND AVE
GOODWIN AVE
WELLES AVE N
THOMAS AVE N
GATES AVE N
THIRD AVE
SECOND AVE
FIRST AVE
DAWES AVE N
DAWES AVE
OLD RIVER RD
CAREY AVE
RIVER ST
W RIVER ST
E WEST RIVER ST
DARLING ST
COURT ST
HARRISON ST
MADISON ST
WASHINGTON ST
WYOMING ST
VANIA AVE
DELAWARE ST
BALTIMORE ST
BOWMAN ST
NEW HANCOCK ST
WESTON
GRANT
LINCOLN ST
WELLS ST
DOUGHER LA
HANCOCK ST N
HAYES LA
GRANT ST N
CARBON LA
WINTER LA
BETHEL ST
SHERMAN ST
PERSHING ST
FULTON ST
MEADE ST
SYLVANUS ST
LOGAN ST
CUSTER ST
RENO LA
EMPIRE ST
WILKES LA
MACFARLANE
DIAMOND ST
FRANCIS ST
ANDERSON ST
CASEY SQ
CASEY AVE
WALNUT ST
CHESTNUT ST
MORRISEY ST
SPRUCE ST
LESLIE LA
MARKET
EVANS LA
JOHNSON ST
KEATING ST
RESERVOIR ST
SUMMIT ST
JEAN ST
HARRIS
BEACH ST
SLATTERY ST
SPENCER ST
PULASKI ST
MONTGOMERY ST
WILLIAMSON ST
NORTHAMPTON
ARMSTRONG
GARNET
ROSE
MARKET
LANNING
SWART
HOWARD ST
REESE ST
WAYNE ST
LARCH
YORK LA
LEHIGH ST
SOUTH ST
SHERIDAN ST
JOSEPHS LA
DANA
MOYLLEN ST
KENT LA
ALMS
ERIE
ELGIN LA
MYRTLE LA
OAKWOOD
FACTORY LA
FREEMAN LA
MARKET
HILLSIDE TER
HILLSIDE AVE
AMBER LA
SHERMAN N
PENN ST
SCHOOLHOUSE LA
MAXWELL
CORBETT
BOYLE LA
JENKS LA
HENRY ST
JORDAN
ASPER
HOLLENBACK AVE
REICHARD ST
DARLING ST
COURT ST
MAIN ST N
CARPENTER LA
WASHINGTON ST
CLYDE LA
VIADUCT BUTLER ST
THOMPSON ST
RALPH ST
HARRY ST
BEAUMONT ST
HORTENSE ST
SCOTT ST
JORDAN
HENRY ST
BOWMAN ST
HAMILTON ST
PENN ST
SPRING ST
CHAPEL ST
DIAMOND
WEST END
WEST ST
WILLIAM ST
MYRICK ST
RICE ST
GROVE ST
HOLLORAN
PHILANDER LA
FLANNIGAN
CONNER AVE
EVANS ST
ACADEMY ST
HOYT ST
BROAD ST
PRINGLE ST
COURTRIGHT AVE
VALLEY VIEW DR
COOPER ST
ACADEMY ST
CENTER ST
WOOD ST
HARRINGTON ST
YALE
STERLING ST
FARRY
PENROSE AVE
MARTHA
BISHOP
KELLEY ST
ANN ST
ACKSON
MAIN ST
CHARLES ST
SPRUCE ST
UNION ST
WITTER ST
THOMAS ST
LINCOLN ST
MARTIN ST
JACKSON AVE
ARMSTRONG ST
WILLIAM ST
LARKIN ST
MURRAY ST
CHERRY ST
HOWARD ST
RAILROAD ST
SHORT ST
MARCY ST
1st ST
2nd ST
3rd ST
4th ST
5th ST
6th ST
NESBITT ST
STATE ST
SNYDER ST
MacDONALD ST
MOUNTAIN RD
BARNEY ST
EVANS ST
BROWN ST
PACE ST
WASHINGTON ST
CARVER ST
HARRIS ST
COX ST
CEMETERY ST
WEATING ST
HENDERSON ST
CHERRY ST
EDWARD ST
SINNS ST
VINE ST
MAPLE ST
SHONK ST
RIDGE ST
CHESTNUT ST
POPLAR ST
BUTTONWOOD LA
HEADE ST
RIVER ST
HOBSON LA
MORRIS ST
MAIN ST
VINE ST
SHORT AVE
MIT ST
HILLSIDE AVE
ZERBY AVE
DIN LA
HOBART ST
PLYMOUTH ST
PAGE AVE
MAPLE AVE
SPRAGUE AVE
MARKET ST
COVERT ST
CHERRY BROOK ST
ELM ST
SCHUYLER ST
SPRUCE LA
CHESTNUT ST
PRICE ST
ROSS ST
NEWITT ST
DIVISION ST
POPLAR ST
SHARPE ST
ACADEMY LA
DORRANCE ST
GELSHOM PL
UNION ST
WELTER LA
VAUGHN ST
WALNUT ST
BENNETT ST
ANTHRACITE
FREDERICK ST
PRIEST ST
CUMMISKEY
CAFFREY ST
PROSPECT
SOLOMON ST
E LIBERTY ST
WILDRICK ST
NICHOLSON ST
CHARLES ST
KETCHUM ST
BLACKMAN
RIDGE ST
MARCY CT
COLUMBIA
CONYNGHAM ST
PALSHA
ASHLEY RD
JAMES ST
MAXWELL ST
RODGERS AVE
DAVIS ST
WELLER LA
COULTER ST
SIVELY ST
CAREY AVE
CULVERT ST
BARNES ST
BELL AVE
TIMPSON ST
RICHARDS ST
FREDERICK ST
PRESTON ST
COLVILLE ST
WYOMING AVE
HAZLETON ST
HOOD ST
MOORE ST
HOOVER ST
BUTLER ST
JAMES
FULLER
HARDH
DORRANC
HOOVE
EMORY ST
STARK
FO
PARK VIEW
WARD
HEISZ ST
THOMAS AVE
BOWN ST
S LANDON AVE
ERTON AVE
ELAND AVE
ODWIN AVE
WELLES AV
THOMAS
GATES AVE
CHESTER ST
WINOLA ST
REYNOLDS ST
BUTLER ST
JAMES ST
LATHROP ST
JOSEPH DR
MILFORD
DELANEY
HAN ST
EMAN ST
PHILLIPS ST
LYNDWOOD AVE
LLEY ST
ANTLER AVE
NORWOOD AVE
GOLDRINGER
GARBER
ROWE ST
MILES AVE
GORDON AVE
MARJORIE AVE
PLYMOUTH AVE
DEIBLE AVE
CRESCENT AVE
RICHMONT AVE
HOOKER AVE
SIMPSON ST
CONCORD ST
BUTTONWOOD AVE
FIRWOOD AVE
HORTON
EDGAGOBERT
CREBBE AVE
OAK ST
LAWRENCE
CORNELL
LAFAYETTE
STUDEVANT
BROOK ST
HANOVER
CORBIN
LOCKHART ST
CATHLIN ST
TRAVER ST
PICKERING ST
MINER ST
BIRCH ST
LOCUST
RITA ST
MAPLE ST
HALDEMAN AVE
ELEANOR ST
LEONARD
MELROSE
CONWELL ST
ELIZABETH ST
AMHERST
ELANOR
CHARLES A
CARDIFF
STANLEY
MALORY PL
MAGNOLIA
WINDSOR
DAVIS PL
ROSS ST
FRASER LA
FRANKLIN ST
GROVER ST
FOLSOM LA
MARKET
CHAHOON
BARNUM PL
SAMBOURNE ST
MONROE
RACE ST
OLIVE ST
RIVER ST
CHURCH
LAFOND
ZINNS CT
ALEXANDER
WESTMINSTER ST
OREGON ST
LEMON ST
WOOD ST
CHERRY ST
FRANKLIN ST
THOMAS ST
HORTON ST
SHAW ST
CLAY ST
CHILDS ST
SHAW CT
BERTALS
ALLER ST
APNEL ST
INGHAM ST
WOODBURY ST
WYOMING ST
LUZERNE ST
KEITH ST
DEXTER ST
COOK ST
ILGAN ST
BOLAND AVE
REGIS AVE
LEE PARK
LOXLEY
LAIRD ST
LITTLE
STRAND ST
GRAHAM AVE
OLIVE ST
ALLEY
KNOX ST
PENN ST
BEACH ST
MAIN ST
OAKLAWN ST
ST MARYS RD
ANDOVER ST
SCHULER ST
POPLAR ST
COVELL
GOULD ST
HIGH ST
BLACKMAN ST
HOLLAND ST
BRADFORD ST
GILLIGAN ST
LUZERNE ST
HAZLE ST
GREEN ST
JEAN ST
HODSON LA
JONES ST
WARD ST
ABY AL
STANTON ST
PARLEY LA
HUTSON ST
IVY LA
PARK AVE
HANCOCK ST
ESSEX LA
MURRAY ST
NOBLE LA
NEW GROVE ST
PHOENIX
MAYER
BRUCE ST
LOOMIS
HUGHES
HAZLE ST
SPRUCE ST
GROVE ST
POPLAR ST
ANDOVER ST
GILLIGAN ST
LUZERNE ST
SPRING ST
WYOMING AVE
NEWPORT ST
MOSELEM
SMITH ST
McLEAN
ANTHRACITE
FREDERICK ST
PRIEST ST
SEN
ALMS
MOYLLEN ST
KENT LA
DANA
HILLSIDE TER
HILLSIDE AVE
AMBER LA
SHERMAN N
PENN ST
SCHOOLHOUSE LA
MAXWELL
CORBETT
BOYLE LA
JENKS LA
HENRY ST
JORDAN
ASPER
HOLLENBACK AVE
REICHARD ST
DARLING ST
COURT ST
MAIN ST N
CARPENTER LA
WASHINGTON ST
CLYDE LA
VIADUCT BUTLER ST
THOMPSON ST
RALPH ST
HARRY ST
BEAUMONT ST
HORTENSE ST
SCOTT ST
JORDAN
HENRY ST
BOWMAN ST
HAMILTON ST
PENN ST
SPRING ST
CHAPEL ST
DIAMOND
WEST END
WEST ST
WILLIAM ST
MYRICK ST
RICE ST
GROVE ST
HOLLORAN
PHILANDER LA
FLANNIGAN
CONNER AVE
EVANS ST
ACADEMY ST
HOYT ST
BROAD ST
PRINGLE ST
COURTRIGHT AVE
VALLEY VIEW DR
COOPER ST
ACADEMY ST
CENTER ST
WOOD ST
HARRINGTON ST
YALE
STERLING ST
FARRY
PENROSE AVE
MARTHA
BISHOP
KELLEY ST
ANN ST
ACKSON
MAIN ST
CHARLES ST
SPRUCE ST
UNION ST
WITTER ST
THOMAS ST
LINCOLN ST
MARTIN ST
JACKSON AVE
ARMSTRONG ST
WILLIAM ST
LARKIN ST
MURRAY ST
CHERRY ST
HOWARD ST
RAILROAD ST
SHORT ST
MARCY ST
1st ST
2nd ST
3rd ST
4th ST
5th ST
6th ST
NESBITT ST
STATE ST
SNYDER ST
MacDONALD ST
MOUNTAIN RD
BARNEY ST
EVANS ST
BROWN ST
PACE ST
WASHINGTON ST
CARVER ST
HARRIS ST
COX ST
CEMETERY ST
WEATING ST
HENDERSON ST
CHERRY ST
EDWARD ST
SINNS ST
VINE ST
MAPLE ST
SHONK ST
RIDGE ST
CHESTNUT ST
POPLAR ST
BUTTONWOOD

The Cross-Valley Expressway

In Relation to Proposed Urban Renewal Areas and Industrial Park Sites

- Expressway Corridor
- June 1972 Flood Line Approximation
- Industrial Sites
- Urban Renewal Areas

1. So. Wilkes-Barre
2. Iron Triangle (Wilkes-Barre)
3. Wilkes-Barre Business District
4. Edwardsville
5. Kingston
6. Luzerne
7. Swoyersville
8. Forty-Fort
9. West Wyoming
10. Wyoming
11. Plains Township

SCALE OF FEET

1000 0 1 2 3 4 5000

EDCNP
Dec. 20, 1972

The emergency recovery needs and opportunities in relationship to the C-VE may be expressed in the following terms:

a. Aggravated post-flood need for intercommunity linkage

The communities in the Greater Wilkes-Barre area face both a greater need and a greater opportunity than ever before to jointly plan and coordinate their development efforts. This opportunity will be enhanced if the physical barriers now separating them (although linking them with common problems) are promptly overcome. In this light, the C-VE represents an integral part of the Wyoming Valley's post-flood rehabilitation program.

b. Linkage of West Side Communities to the Regional Transportation System

There is presently no direct highway connection between the West Bank communities in the Greater Wilkes-Barre area and the regional expressway system other than over the local streets of Wilkes-Barre. The transportation-related problems of the current system were most evident during the post-flood cleanup operations. They will be even more manifest when urban renewal and redevelopment efforts get underway. The direct linkage of the West Side communities with the Interstate and Turnpike systems via the C-VE will expedite reconstruction efforts in the Wyoming Valley.

c. Location of the Expressway within proposed urban renewal projects

The C-VE corridor lies within certain urban renewal sites. If promptly accomplished, this offers a unique opportunity for joint programming of clearance and redevelopment efforts to minimize the dual disruption of urban renewal and highway related dislocations. Close cooperation between the Highway Department and the Urban Renewal Agencies could expedite the construction of the C-VE.

4. FLOOD AFFECTED POPULATION AND ACTIVITY LOCATION SHIFTS

Unanticipated economic changes and population shifts in several areas of Luzerne County have contributed to the urgency of cross-valley transportation needs. The flood affected changes and requirements add emergency status to this important East-West Corridor.

a. Dislocations of population and places of employment opportunities

Over 25,000 homes in the Wyoming Valley and a majority of all small businesses and industries were affected by the flood, resulting in significant changes in living, working, and social patterns.

Although data on temporary and permanent post-flood population and activity location shifts are not yet available*, preliminary indications lead to the conclusion that these dislocations contribute substantially to East-West cross-valley travel demands. Commutation volumes and distances have apparently increased, since a sizeable segment of the labor force, which previously walked to work or participated in car pools, is no longer able to do so.

*see Appendix A ; supporting data.

b. Population Shifts to the Back Mountain area

The Back Mountain and Mountaintop areas are the fastest growing areas of Luzerne County. The Luzerne County Planning Commission estimates a 1970-1980 population growth of over 30 percent compared to a projected 11 percent 1970-1980 population increase for the County as a whole.*

Any increase in population growth in the Back Mountain area has a direct effect on cross-valley desire lines and the needs for the C-VE. The pre-flood growth in the Back Mountain area was already greater than the projections underlying the Lackawanna-Luzerne Transportation Study. The 1970 U. S. Census returns indicate that the Back Mountain area has reached the Transportation Study's revised projected 1975 population well before 1970.**

The flood has accelerated this population growth in the Back Mountain area. In some West Side communities pre-flood living patterns cannot be re-established, and flood plain designations and federal flood insurance requirements will force many additional families to relocate. The Back Mountain area, with good schools, a new sewer system, and ample available land, is the logical place to go, and booming real estate values indicate that this is what is happening. It can be safely assumed that the Cross-Valley travel demand created by these post-flood population shifts will, in the imminent future, reach a volume which under normal circumstances it would have reached long after the currently programmed completion date of the C-VE.

CONCLUSION

No one associated with pre-flood transportation planning in Luzerne County could deny the urgent need for early construction of the Cross-Valley Expressway (L. R. 1052). Since the flood additional reasons for prompt construction have become evident. The Expressway is needed now:

1. As an emergency service and relief route in any future disaster.

2. As a vital link in the economic and social reconstruction of the area.

3. As an important factor in scheduled redevelopment projects.

4. As a passageway to accommodate major flood related population shifts.

For all these reasons it is necessary to consider the construction of the C-VE as an emergency project, which must proceed with the greatest speed towards early completion.

---

*Luzerne County Planning Commission, Population and Housing Projections by Greater Community Area, Wilkes-Barre, May 2, 1972.

**Alan M. Voorhees and Associates, Inc., Lackawanna-Luzerne Transportation Study, Volume III; Plan Development, December 1970.

APPENDIX

SUPPORTING DATA

Data to substantiate the emergency status of the Cross-Valley Expressway (C-VC), as discussed in this paper, are being developed in a series of studies and planning programs. These data will be added to the appendix as they become available. The following tabulation summarizes studies which have been identified at this time:

Sponsor/Consultant of Study	Study Identification and Data Expectations Relative to Post-Flood C-VE Needs	Anticipated Completion Time
EDCNP - Luzerne County Planning Commission/Wilbur Smith and Associates	Wyoming Valley Planning Program in the Wake of Tropical Storm Agnes. Study includes post-flood up-date, of all 1970 Census data, including population and housing, and of the May 1972 Luzerne County Planning Commission projections. The resulting estimates and forecasts will be allocated to transportation zones, municipalities and Census tracts. Employment estimates for 1972 (or 1973) are being developed by traffic zones, municipalities, flood areas and SIC categories. Based on these data, as well as land use inventories and short and long range land use plans, a transportation plan will be developed, using new and existing transportation needs criteria in relationship to expanding and shifting populations due to natural growth, in-migration, and post-flood relocations.	January 15, 1973
Luzerne County Planning Commission/ Environmental Design Associates, Harrisburg	Wyoming Valley Recreation, Open Space and Historic Preservation Planning Program This represents a short-range study of the Wyoming Valley flood-affected areas to enable the Redevelopment Authorities and local governments to plan open space, recreation, and historic preservation areas within the flood plains as part of their urban renewal projects. The results of this study will relate to the C-VE needs as dictated by new development policies and objectives.	End of December 197

Sponsor/Consultant of Study	Study Identification and Data Expectations Relative to Post-Flood C-VE Needs	Anticipated Completion Time
Department of Housing and Urban Development, Eastern Pennsylvania Recovery Office and Management Control Office	Housing Applicant Survey. Based on questionnaire returns by nearly 10,000 families in HUD temporary housing, the results will reveal information on housing intent by type and location assuming a series of available choices, socio-economic characteristics, health and service needs, etc. Print-outs are currently being developed by the HUD Management Control group.	End of January 1973
United Service Agencies- EDCNP	Post-Flood Population Shift Study. Based on records about some 9,000 families in HUD temporary housing facilities, post-flood interim population movements and subsequent new facility and service needs will be determined. The information will result in an analysis of patterns of population movement and will supplement the 1970 U.S. Census data.	End of December 1972
Luzerne County Transportation Authority/Simpson and Curtin, Philadelphia	Mass Transit Origin and Destination Study. Although directed toward mass transit travel behavior, it should be possible to apply certain conclusions to the total transportation picture.	February 15, 1973
PennDOT/Boles Smyth Associates, Inc., Philadelphia	Wyoming Valley Emergency Traffic Operating Program. Based on late Summer-early Fall traffic counts on major city streets and highways, the results will show traffic volumes and travel distribution patterns with special emphasis on river crossings. It appears that certain preliminary data may already be obtainable from the consultants.	March 1973

Aerial map: Alan M. Vorhees and Associates, Lackawanna-Luzerne Transportation Study, Vol. III, Dec. 1970. This map reflects general concept rather than current design details.

PREPARED BY THE
ECONOMIC DEVELOPMENT COUNCIL
OF NORTHEASTERN PENNSYLVANIA
IN CONJUNCTION WITH THE FLOOD
RECOVERY TASK FORCE'S
TRANSPORTATION COMMITTEE

AVOCA, PA.
DECEMBER 1972

Serving Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill and Wayne Counties