

## DE Geography Standard 1a and 1b

This excerpt, found in Governor Elbert Carvel's papers, from a press release of an address by Federal Civil Defense Administrator Millard Caldwell before the Highway Safety Conference on June 15, 1951.

A major obstacle in the civil defense effort has been the escape attitude—the belief on the part of many of those who live in cities that the answer to the atomic bomb is a trip to the country. They were ignoring the realities of modern war. They overlooked the fact that the attack may come without warning, the fact that panic would prevail if they were uninformed and unorganized, that the streets and highways would, in many instances, be a shambles of debris....

If you are impressed with the traffic problems incident to highway travel in peace time you will be staggered by the requirements if we are attacked. Those of you who have helped us plan local civil defense transportation progress will know what I am talking about. The heart of our post-attack operation is mutual aid and support. Every road in and out of the stricken city must be used to the maximum. The fire, police, rescue, medical, and other essential services must be moved in – the injured and the helped moved out of the area immediately.

Civil defense presents your most immediate and your most complex highway planning problem. Without a well designed and carefully executed transportation program, Civil Defense will fail its purpose.

1. How might a geographer use GIS to solve the problem of highway evacuation for civil defense?
2. How might the position of a large city in a settlement hierarchy affect the plans for civil defense?
3. How might the accessibility of a city affect the plans for civil defense?

Answer Cues:

1. How might a geographer use GIS to solve the problem of highway evacuation for civil defense?

- Layer roads and population density to determine evacuation routes
- Layer other forms of transportation and population density to determine evacuation routes

2. How might the position of a large city in a settlement hierarchy affect the plans for civil defense?

- Large cities are more likely important and therefore likely to be attacked
- Large cities are more likely to have extensive road network for evacuation due to their importance to the surrounding areas
- Large cities have more people to evacuate because of their importance

3. How might the accessibility of a city affect the plans for civil defense?

- Accessibility increases population, making evacuation challenging
- Accessibility means that transportation networks may be well developed for evacuation



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**Press Information**FOR IMMEDIATE RELEASE  
Friday, June 15, 1951

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Address by Federal Civil Defense Administrator  
Millard Caldwell before the Highway Safety  
Conference, Department of the Interior Auditorium,  
Washington, D. C. - For delivery at 11:30 a.m.,  
Friday, June 15, 1951.

A major obstacle in the civil defense effort has been the escape attitude -- the belief on the part of many of those who live in the cities that the answer to the atomic bomb is a trip to the country. They were ignoring the realities of modern war. They overlooked the fact that the attack may come without warning, the fact that panic would prevail if they were uninformed and unorganized, that the streets and highways would, in many instances, be a shambles of debris. They ignored the fact that fires would be burning and perhaps a fire storm was in the making.

You, having given some thought to the traffic problem generally, must recognize the problem. The fire equipment must get through and get through fast. The police must have access to every part of a stricken community. The rescue teams, if they are to be effective, must get into the damaged area and get the injured out. The medical teams of doctors, nurses, stretchers and ambulance people must have the right-of-way. The unorganized citizens must not be permitted to jam the streets and endanger the whole community.



To an increasing degree the people of this country are learning the facts. More and more are learning that they will be safer in their own homes than in the street, that their duty is at the scene of disaster and that a panic desertion of the city would constitute aiding and assisting the enemy.

If you are impressed with the traffic problems incident to highway travel in peace time you will be staggered by the requirements if we are attacked. Those of you who have helped us plan local civil defense transportation progress will know what I am talking about. The heart of our post-attack operation is mutual aid and support. Every road in and out of a stricken city must be used to the maximum. The fire, police, rescue, medical and other essential services must be moved in -- the injured and the helpless moved out of the area immediately. The work must be carried out with precision and rapidity.

Civil defense presents your most immediate and your most complex highway planning problem. Without a well designed and carefully executed transportation program, Civil Defense will fail of its purpose.

We need your expert thinking and your active assistance at the federal, state and local levels. You share a heavy responsibility and we call upon you to discharge it.

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