

DISASTER RELIEF AND CIVIL DEFENSE
2200 N. E. 24th Avenue
Portland, Oregon

February 6, 1953

INFORMATION BULLETIN NO. 47

EMERGENCY TRAFFIC CONTROL PLAN

This constitutes the basic plan for facilitating movement and control of Civil Defense forces, equipment and supplies, and State and Federal Military forces into or through the City of Portland and the necessary evacuation of injured and unhomed therefrom.

1. Attachment A: Map indicating Emergency Routes and Traffic Control Points (TCP)
2. Attachment B: List of Traffic Control Points (TCP)
3. Attachment C: Emergency Traffic Route Sign

Explanation

Attachment A: Map of City Emergency Route and Traffic Control Points

These City Emergency Route constitute a grid covering the entire city area. They are extensions of State designated Emergency Routes, plus the additional routes necessary to provide access to or passage around any devastated area in the city.

The through route designated for Military Forces to by-pass the City of Portland will be A-U-E. Approaching from the south, the travel will be North on A to the intersection of A and U, West on U to the intersection of U and E, North on E across the Interstate Bridge. Coming from the north the route will be in reverse order.

Attachment B: List of Traffic Control Points (TCP)

In case of an emergency it is contemplated that the State Police and County Officers will activate pre-established Traffic Control Points throughout the State.

As traffic approaches these State or County operated TCP's, the driver will be instructed whether he may proceed further along the route, detour in order to get to his destination, or come to a complete stop.

We, therefore, assume that only emergency vehicles and Mobile Support Units will reach the TCP's established by the City of Portland and manned by Regular and Auxiliary City Police.

Locations of TCP's. See Attachment A and B.

All incoming emergency vehicles will check in at the first Portland TCP for operational assignments, instructions and information.

Mobile Support Units for a specific service such as fire, police and medical, which have pre-designated assignments and assembly area, but subject to change caused by the emergency, will check in at the first Portland TCP for instructions and information regarding their operational assignment, assembly areas and routes.

Attachment C: Emergency Traffic Route Sign

The Emergency Traffic Route Sign adopted by the City of Portland is comparable in style and color to the State sign.

These signs will be installed as they become available at quarter mile intervals on both sides of the designated route with arrow pointing in the direction that the flow of traffic is desired.

Additional copies of Emergency Route Map may be obtained from this office or the office of the Deputy Director for Transportation.

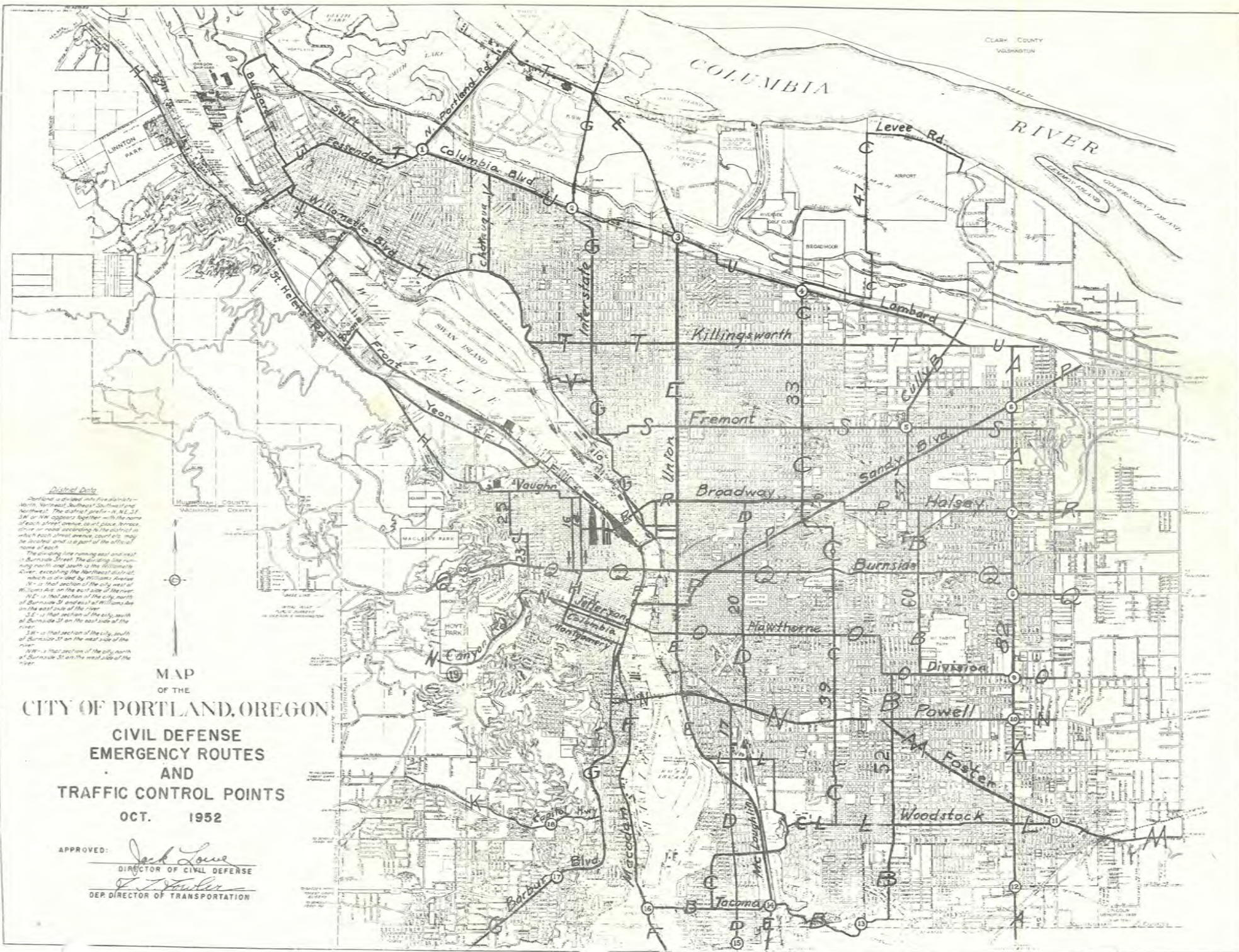
Distribution

A-B-C-D-E

F-H-I-J-M

N-O-Z

AHH/Reprint Feb 1953/500



DISASTER RELIEF AND CIVIL DEFENSE
2200 N. E. 24th Avenue
Portland, Oregon

February 6, 1953

ATTACHMENT B
NUMBERS AND LOCATIONS OF TRAFFIC CONTROL POINTS (TCP)

Traffic Control Points (TCP) located inside the City Limits of Portland where all incoming Mobile Support Units will check in for instructions and information regarding routes and their designation are listed and numbered as follows:

<u>NUMBER</u>	<u>NORTH LOCATION</u>	<u>ROUTES</u>
TCP #1	N. Portland Road & Columbia Blvd.	Route U
TCP #2	N. Interstate & Columbia Blvd.	Route G
	<u>NORTHEAST LOCATION</u>	
TCP #3	N. E. Union & Columbia Blvd.	Route E
TCP #4	N. E. 33d Avenue & Lombard	Route C
TCP #5	N. E. Fremont & Cully Road	Route B & S
TCP #6	N. E. 82d Avenue & Sandy Blvd.	Route P & A
TCP #7	N. E. 82d Avenue & Halsey	Route R & A
	<u>SOUTHEAST LOCATION</u>	
TCP #8	S. E. 82d Avenue & Stark	Route Q & A
TCP #9	S. E. 82d Avenue & Division	Route Q & A
TCP #10	S. E. 82d Avenue & Powell Blvd.	Route N & A
TCP #11	S. E. 92d Avenue & Foster--Woodstock	Route M & L
TCP #12	S. E. 82d Avenue & Flavel	Route A
TCP #13	S. E. 45th Avenue & Johnson Creek Blvd.	Route B
TCP #14	S. E. Tacoma & McLoughlin Blvd.	Route E & B
TCP #15	S. E. 17th Avenue & Ochoco	Route D & B
	<u>SOUTHWEST LOCATION</u>	
TCP #16	West end of Sellwood B ridge & Macadam	Route F & B
TCP #17	S. W. Barbur Blvd. & City Limits Boundary	Route G
TCP #18	S. W. Capital Hiway & City Limits Boundary	Route K
TCP #19	S. W. Canyon Road & City Limits Boundary	Route N
	<u>WEST LOCATION</u>	
TCP #20	West Burnside & City Limits Boundary	Route Q
	<u>NORTHWEST LOCATION</u>	
TCP #21	West end of St. Johns Bridge & St. Helens Road	Route H & U

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J. D. WINSLOW



STATE OF OREGON
OREGON STATE CIVIL DEFENSE AGENCY
STATE OFFICE BUILDING
SALEM

March 20, 1953

Mr. Jack Lowe, Director
Disaster Relief and Civil Defense
2200 N. E. 24th Avenue
Portland 12, Oregon

RECEIVED
MAR 23 1953
DISASTER RELIEF AND CIVIL DEFENSE
PORTLAND, OREGON

Dear Jack:

This is in response to your estimate of needs for the City of Portland in regards to your Training and Education Projects, Medical supplies and equipment and Education and Information Projects.

These estimate of needs has been approved by FCDA and we have been advised that firm requests may now be submitted for approval.

Federal Contributions Manual M25-1 in Chapter 6 outlines the Education and Information Contributions Program, Chapter 7 outlines the Training and Education Contributions Program and Chapter 8 outlines the Health and Special Weapons Contributions Program. These chapters should be followed closely in submitting your firm requests.

The following are supplementary instructions for FCDA Form 233-PT I:

1. Complete original and six copies. You retain one, we will retain one the original and four copies will be forwarded to the Regional office.
2. At the top of the form opposite State type Oregon, opposite Request No. leave blank, and appropriately complete the rest of items in that same box.
3. In the section headed (Justification) complete as appropriate. No other part of the form need now be completed by you.

The following are supplementary instructions for FCDA Form 233-PT II:

1. Same as No. 1 and 2 of above.

A Part I and II must be submitted with each type of Program.

Mr. Jack Lowe

-2-

March 20, 1953

The following are supplementary instructions for FCDA Form 233-PT III (T):

1. Complete original and six copies. You retain one, we will retain one and the original and four copies we will forward to the Regional office.

The following are supplementary instructions for FCDA Form 233-PT III (H):

1. Complete original and six copies. You will retain one, we will retain one and the original and four copies we will forward to the Regional office.

An initial supply of these forms for these requests are enclosed. Communication forms will be mailed at a later date. Should you have questions, give me a call.

We would appreciate receiving the firm requests at an early date. As we receive information on your request we shall keep you advised.

If you now find that you are not able to submit these requests under the 1953 program, we should know that as soon as possible. If you have additional items that you want to now request you may do so and they will receive consideration.

Very truly yours,

OREGON STATE CIVIL DEFENSE AGENCY

R. W. Sandstrom
mp

R. W. Sandstrom
Administration

RWS:mp
Enclosures

RECEIVED
MAR 23 1953
DISASTER RELIEF AND CIVIL DEFENSE
PORTLAND, OREGON

ADVISORY COUNCIL
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STATE OF OREGON
OREGON STATE CIVIL DEFENSE AGENCY
STATE OFFICE BUILDING
SALEM

May 19, 1953

RECEIVED
MAY 20 1953
DISASTER RELIEF AND CIVIL DEFENSE
PORTLAND, OREGON

Mr. Jack Lowe, Director
Disaster Relief and Civil Defense
2200 N. E. 24th Avenue
Portland 12, Oregon

Dear Jack:

Your request for Public Civil Defense Education and Information equipment under the matching program for 2000 Emergency Route Signs bearing your No. TRANS #1, signed by you on April 8, 1953, has been assigned our No. 53-101 and FCDA No. ORE. P-1, and has been approved as submitted.

This request totaled \$6,000.00 and the Federal contribution requested was \$3,000.00. In accordance with Chapter 599, Oregon Laws 1951, the matching formula will be 50 per cent Federal funds, 25 per cent State funds, and 25 per cent local funds.

This request was for local procurement and we have today requested the advance of the Federal share as outlined in Chapter 4 of the Federal Contributions Manual. As soon as the Federal advance is received, we shall so advise you and authority will be granted for your procurement of the item listed on your application.

Should you have any questions, please let me know.

OREGON STATE CIVIL DEFENSE AGENCY

R. W. Sandstrom
R. W. Sandstrom
Administration

RWS:mt

26 August 1953

Disaster Relief and Civil Defense

Mayor's Office

Mayor Fred L. Peterson

Emergency Route Signs

Dear Sir:

The Emergency Routes required for Disaster Relief and Civil Defense Operations in, around and through the City of Portland, have been determined for sometime. They are as shown on the attached map. These are the routes necessary to provide access to, or passage around any area within the city. They also provide through routes for military movements or mobile support units with destination point Portland. These are the routes which will be reserved for emergency traffic and which will be given priorities in debris removal and clearance. They were originally selected by the Traffic Engineer, and then modified to meet specific requirements of the Police, Fire, Engineering, Medical and Welfare services. Routes as shown on the attached map have been approved by all concerned.

The next step is to mark the selected routes with permanent metal signs. The sign selected is a three color (red and blue on white) 12" x 18" enameled sign designed in the Office of the Traffic Engineer. A sketch is also attached. The Traffic Engineer estimates 1,500 signs are required to complete this project. Our application for matching funds has been approved and \$4,500 to cover Federal 50% share and State 25% share is now on deposit in Salem. Our 25% share of \$1,500 is an approved item in Appropriation 5630/295 Disaster Relief and Civil Defense Fund.

May I therefore request your approval to submit specifications to the Purchasing Office Agent for procurement of the required 1,500 signs.

Respectfully submitted,

Director

JL/ho

Attachments 5

ADVISORY COUNCIL
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I. D. WINSLOW



STATE OF OREGON
OREGON STATE CIVIL DEFENSE AGENCY
STATE OFFICE BUILDING
SALEM

June 7, 1954

Mr. J. A. Scott, Adm. Officer
Disaster Relief and Civil Defense
2200 N. E. 24th Avenue
Portland 12, Oregon

Re: Request No. 53-101
FCDA No. Ore. P-1

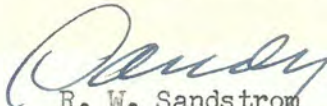
Dear Mr. Scott:

This is in reference to your letter of 3 June requesting information as to whether or not unexpended funds approved under this request can be used for signing traffic control points. It would seem to us that such a request upon FCDA would be approved. It is suggested you prepare an explanation of what you would like for them to approve. We have your Information Bulletin No. 47 which is helpful. For example, a draft of the sample signs would be necessary for us to submit. We also suggest you furnish information as to why 150 signs for 21 TCP.

In other words let us give them all the information we can so they can make a proper decision. I would think a simple narrative to us could enable us to properly submit the request.

Very truly yours,

OREGON STATE CIVIL DEFENSE AGENCY


R. W. Sandstrom
Administration

RWS:bn

RECEIVED
JUN 8 1954
DISASTER RELIEF AND CIVIL DEFENSE
PORTLAND, OREGON

April 20 1937

Emergency Traffic Signs on City Streets Mark Control Routes for Relief Cars Only



Map shows 21 principal arterial streets designated by civil defense for emergency traffic control plan in post-attack

operations if Portland is bombed. Letters designate emergency routes. Numbers in circles mark traffic control points.

Hundreds of red, white and blue metal signs on a score of principal arterial streets, bearing a civil defense emblem, a directional arrow above an "A" or other capital letter, and the legend, "Emergency Route," have intrigued Portlanders the past two weeks.

The signs have nothing to do with any plan for evacuating or dispersing citizens in event of an advance warning of an enemy bombing attack. Their purpose is to guide emergency and military vehicles in post-attack operations of relief and rescue.

The signs and the routes they mark are the emergency traffic control plan of Portland disaster relief and civil defense, which describes it thus:

Grid Covers City

"The basic plan for facilitating movement and control of civil defense forces, equipment and supplies, and state and federal military forces into or through the city of Portland, and the necessary evacuation of injured and unhomed therefrom."

Twenty-one routes marked by the "Emergency Route" signs constitute a grid covering the city. They are designed to provide access to, or passage around, any devastated area in the city. They will be marked by 1500 of the small metal signs, posted at quarter-mile intervals on both sides of designated routes, and at intersections with other emergency routes.

Under post-attack conditions the marked routes will have priority for debris clearance. They were selected with a view of minimizing debris clearing problems; that is, they avoid, so far as possible, streets lined with tall buildings. Other points governing selection included ability to handle maximum traffic and to avoid the increasing of traffic problems around hospitals, emergency hospitals and other important areas in the post-attack operations.

So far as possible the emergency routes will be reserved for emergency vehicles and for military usage. Mobile support units coming into Portland from mutual aid areas outside the city also will use the routes.



One of the 1500 metal signs to mark emergency routes in city.

The routes were selected after considerable study by a group including medical, fire, police, traffic engineer and city engineer officials, and civil defense. The plan was co-ordinated by the city traffic engineer's department, which is supervising the posting of the signs.

Some of the city's emergency routes are extensions of state-designated emergency control routes. The others within the city provide access to and passage around city areas.

Second Set Due

State routes designed for emergency control are not marked and will not be designated by signs until an emergency appears which necessitates such marking.

A little later, Portlanders will see another set of signs which also will be part of the emergency traffic control plan. These signs will be larger and they will designate traffic control points about the perimeter of the city, where vehicles authorized to enter will receive instructions

on the routes to follow to their destinations.

Such authorized vehicles will include mobile support units sent to Portland from upstate points. They will be channeled through three staging areas already designated on the fringe of Portland by the Oregon state civil defense agency, at Beaverton, Oregon City and Twelve-Mile Corner.

From the staging areas these mobile support units, including such services as fire, police, medical, welfare, first aid and rescue, will be sent toward Portland. At the first traffic control point they will be directed how to follow the emergency traffic routes to the points

where they will take up their duties.

The plan is designed to eliminate the necessity of providing guides for each out-of-town vehicle or convoy. The traffic control points will be designated at places such as service stations or parking lots, where off-street space and also public telephones are available.

Jack Lowe, director of the Portland disaster relief and civil defense, said it is expected most vehicles not authorized to enter the city immediately following a bomb explosion would be turned back or detoured at points outside the city. Should they reach the city proper they would be diverted at the traffic control points.

ADVISORY COUNCIL.
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STATE OF OREGON
OREGON CIVIL DEFENSE AGENCY
STATE OFFICE BUILDING
SALEM

February 9, 1955

Mr. Jack Lowe, Director
Disaster Relief and Civil Defense
2200 N. E. 24th Avenue
Portland 12, Oregon

Re: State No. 53-101
FCDA No. Ore.P-1
Transportation No. 1

Dear Jack:

The above referenced project application was approved for procurement of 2000 emergency route signs and you were notified that local procurement was authorized by our letter of June 9, 1953.

We have to date received from you partial billings for which you have been reimbursed. We should like to know whether or not the project application has been completed. If it has not been completed, it is suggested that completion be accomplished in order that the encumbered federal and state funds may be either made available to you for reimbursement or the federal funds returned to FCDA and the state funds returned to the general fund.

Would you please let us know the status of this application?

Sincerely yours,

OREGON STATE CIVIL DEFENSE AGENCY

R. W. Sandstrom
R. W. Sandstrom
Administration

RECEIVED
FEB 10 1955
DISASTER RELIEF AND CIVIL DEFENSE
PORTLAND, OREGON

RWS/bl

ADVISORY COUNCIL
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STATE OF OREGON
OREGON CIVIL DEFENSE AGENCY
STATE OFFICE BUILDING
SALEM

June 10, 1955

Mr. Jack Lowe, Director
Disaster Relief and Civil Defense
2200 N. E. 24th Avenue
Portland 12, Oregon

Re: State Request No. 53-101
FCDA No. Ore. P-1
Transportation No. 1

Dear Mr. Lowe:

We have your letters of May 31, June 1 and June 7 submitting an amended project application for the above-referenced project application.

As a result of our review of the application, we are not too sure we understand the purpose of the signs or the manner in which they are intended to be used.

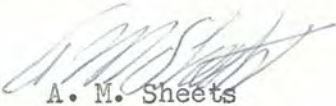
It appears:

- (1) The signs are not to be installed prior to emergency.
- (2) Directional signs to your five dispersal points seem understandable and acceptable.
- (3) Directional signs to the other points listed on page 2 of your letter of June 7 are not understandable to us. If the plans are to be made for Portland operating at points outside of the city other than the dispersal points we feel such plans must be developed prior to procurement of signs to effect such operations.

We feel more detailed information is required both by this Agency and FCDA to give consideration to the amended project and as a result the amended project is being held in abeyance.

Sincerely yours,

OREGON STATE CIVIL DEFENSE AGENCY


A. M. Sheets
Director

AMS:mp



28 April 1959

Public Safety; Disaster Relief and Civil Defense

Public Safety; Mayor's Office

Mayor Terry D. Schrunk

Request for Approval to Remove Emergency Route Signs

Dear Sir:

In 1953 we installed approximately 1,500 Civil Defense Emergency Route Signs within the City of Portland. As you recall, these Emergency Route Signs marked a grid pattern of streets covering the entire City. These streets were selected to provide access to or passage around any damaged area in the City with minimum requirements for debris clearance. Mobile support units unfamiliar with Portland streets would be given maps of Portland with the Emergency Routes marked so they could find their way to any assigned duty area. This Emergency Route plan was developed when existing and anticipated atomic weapons were of such size that total primary effects of the weapon would be confined within the City limits of Portland with considerable areas of the City remaining relatively undamaged.

Since that time weapon size has increased to the point an attack might substantially damage all of the City and the concept of the total evacuation has been developed. While the Emergency Route Signs still might well serve a useful purpose, their need is no longer as great as when they were installed nearly six years ago. In addition, there is apparently considerable confusion in the minds of many people between these Emergency Route Signs and Evacuation Route Signs. Such confusion in event of an actual need for evacuation is most undesirable and certainly should be avoided if possible to do so. It is our feeling now that to minimize any possible confusion in event of an evacuation, the Emergency Route Signs of the City of Portland should be removed.

These signs were procured and installed with the aid of both PCDA and OCDA funds. There will be no recoverable items or salvage in the removal of these signs. I am informed by the Traffic Engineer's Office they can have the signs removed at no cost to this office or out-of-pocket cost to the City.

May I therefore request your approval to remove the Civil Defense Emergency Route Signs from the streets of the City of Portland.

Respectfully submitted,

Jack Lowe

JL:rs

28 April 1959

Col. Arthur M. Sheets, Director
Oregon State Civil Defense Agency
Room 122, Finance Bldg.
Salem, Oregon

Re: Portland Transportation 1 (amended)
State 53-101
FGDA Oregon P-1

Dear Col. Sheets:

The above referenced project was submitted in April 1953 for signs and associated materials to install approximately 1,500 Civil Defense Emergency Route Signs within the City of Portland. As you recall, these Emergency Route Signs marked a grid pattern of streets covering the entire City. These streets were selected to provide access to or passage around any damaged area in the City with minimum requirements for debris clearance. Mobile support units unfamiliar with Portland streets would be given maps of Portland with the Emergency Routes marked so they could find their way to any assigned duty area. This Emergency Route plan was developed when existing and anticipated atomic weapons were of such size that total primary effects of the weapon would be confined within the City limits of Portland with considerable areas of the City remaining relatively undamaged.

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Col. Arthur M. Sheets

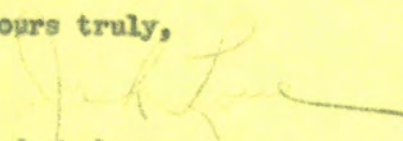
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28 April 1959

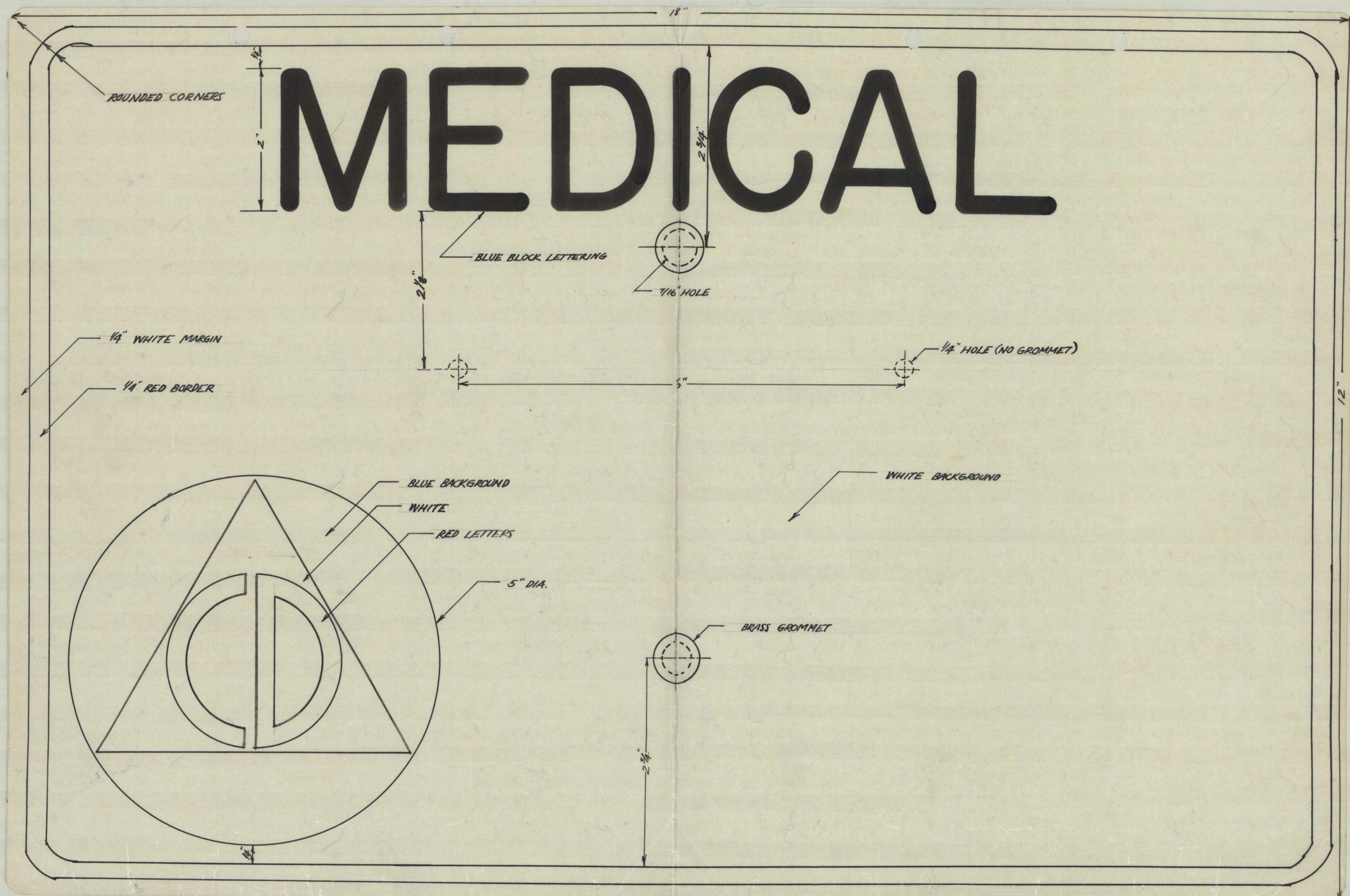
These signs were procured and installed with the aid of both FCDA and OCDA funds. There will be no recoverable items or salvage in the removal of these signs. It is anticipated these signs can be removed at no further expense to OCDA or OCEM.

May I therefore request approval of OCDA and OCEM to remove the Civil Defense Emergency Route Signs from the streets of the City of Portland.

Yours truly,


Jack Lowe

JL:rs



MEDICAL

ROUNDED CORNERS

2"

2 3/4"

BLUE BLOCK LETTERING



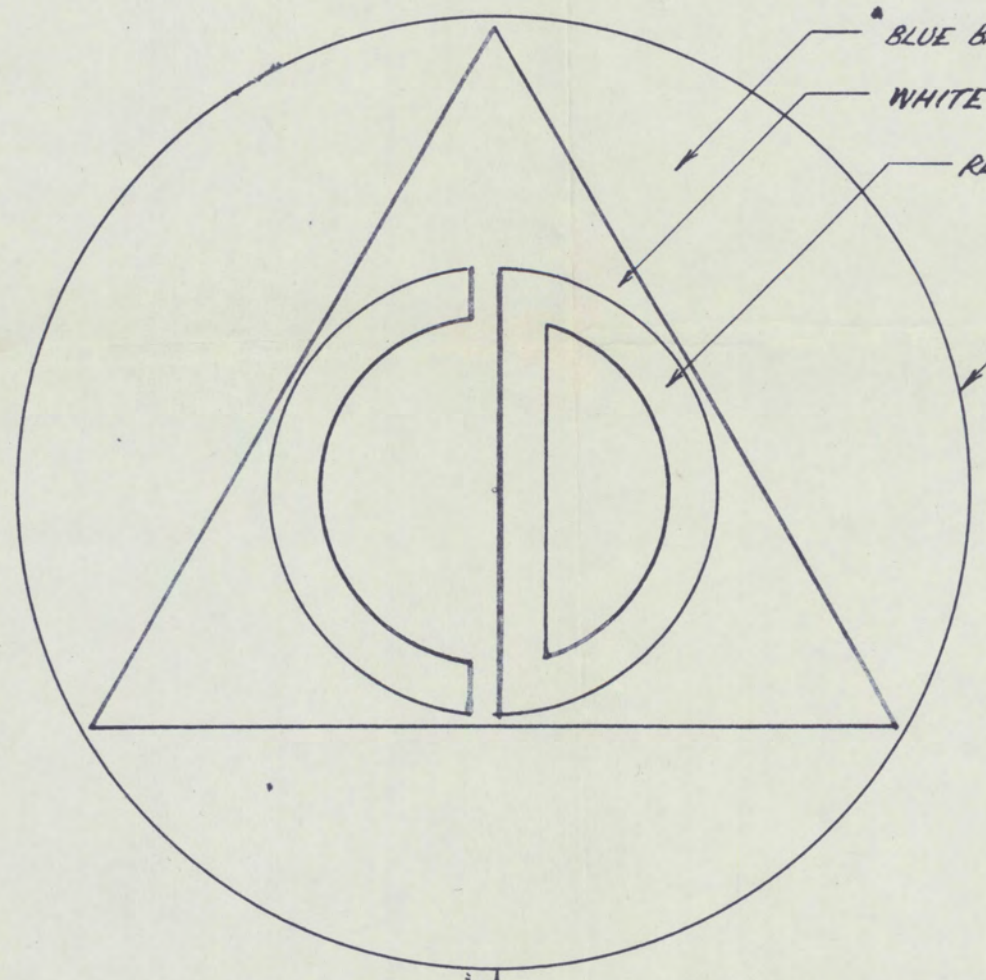
2 1/8"

6"

1/4" HOLE (NO GROMMET)

1/4" WHITE MARGIN

1/4" RED BORDER



BLUE BACKGROUND

WHITE

RED LETTERS

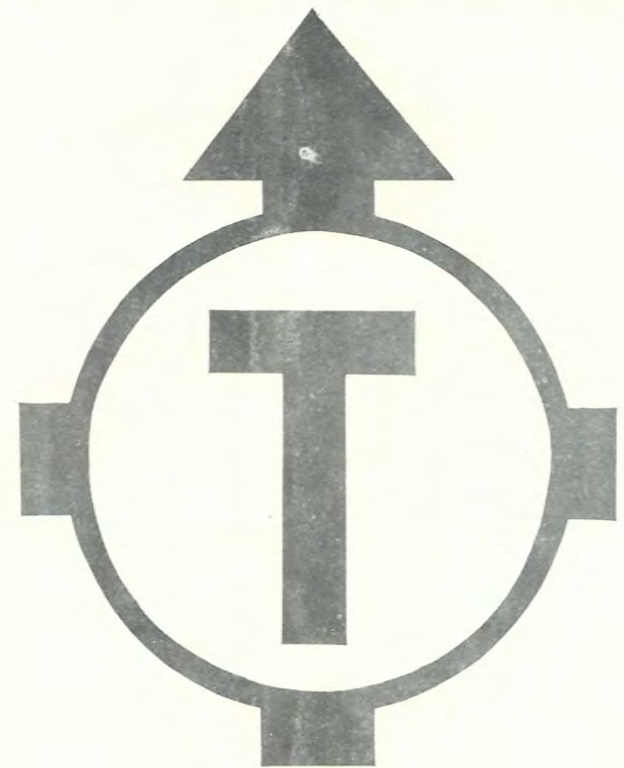
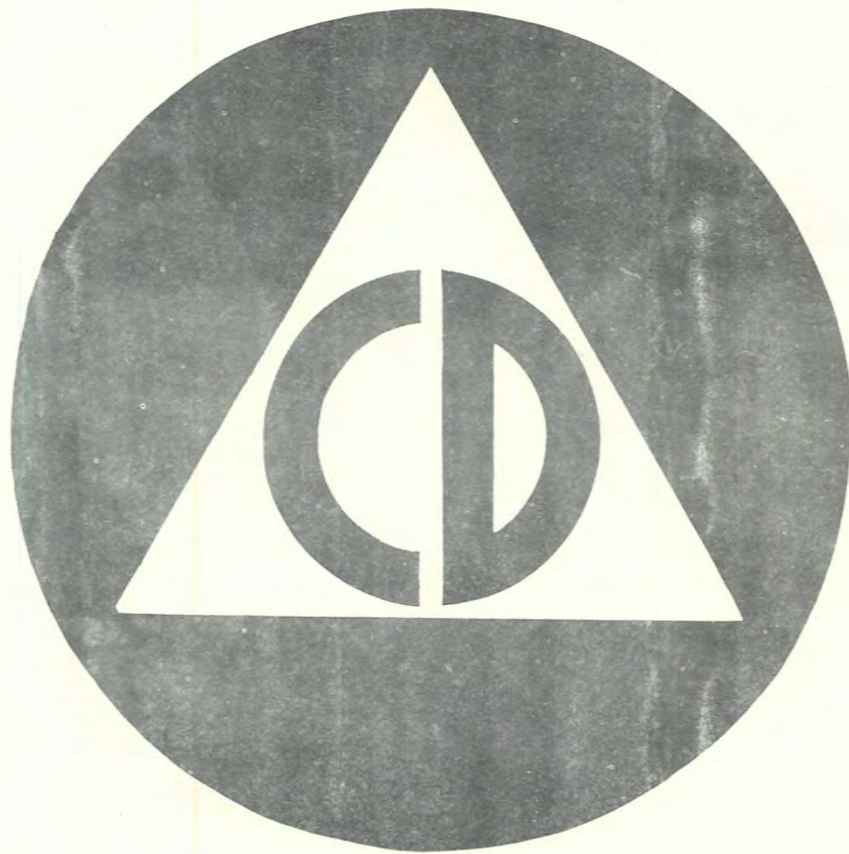
WHITE BACKGROUND

BRASS GROMMET



DISASTER RELIEF & CIVIL DEFENSE

PORTLAND, OREGON



EMERGENCY ROUTE