

# GENERAL ORDER



DISTRICT OF COLUMBIA

Subject  
**Emergency Traffic Posts**

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Topic / Series / Number  
**GO-HSC-803.05**

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Effective Date  
**January 27, 2010**

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**Replaces:**  
General Order 803.5 (Emergency Traffic Posts), Effective Date September 13, 1972

**Rescinds:**  
TT 04-057-09 (Emergency Traffic Posts), Dated April 11, 2009

**Related to:**  
D.C. District Response Plan, Dated December, 2008  
CALEA Chapter 46 (Critical Incidents, Special Operations, and Homeland Security)

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## I. BACKGROUND

The Metropolitan Police Department must frequently work with other District of Columbia government agencies and with local, state and federal government partners to develop operational plans that will protect residents, visitors, businesses, and employees during incidents that require an emergency response in order to protect life and/or property. Meeting transportation needs during such incidents requires a broad range of responses from managing and directing traffic in a small geographical area to managing large scale evacuations.

The purpose of this general order is to describe the Primary and Secondary Evacuation Routes and Critical Intersections that must remain as free flowing as possible during critical incidents and the related Metropolitan Police Department responsibilities.

## II. POLICY

The policy of the Metropolitan Police Department is to establish and maintain emergency traffic posts in accordance with the policies and procedures established in the National Incident Management System, District Response Plan, and related Metropolitan Police Department directives, including GO-HSC-800.02 (Incident Command System) and GO-OPS-803.04 (Emergency Response Plan).

## III. DEFINITIONS

When used in this directive, the following terms shall have the meanings designated:

1. Critical Intersection – Bisecting roadway vital to the flow and facilitation of pedestrian and vehicular traffic during an emergency situation and/or evacuation.

2. District Response Plan – Function-based description of the tasks that support emergency response in the District of Columbia in order to provide a framework for coordinating emergency responses with local, state, and federal government agencies.
3. Emergency Support Function – Grouping of government and certain private sector capabilities into an organizational structure to provide the support, resources, program implementation, and services most likely to be needed to save lives; protect property and the environment; restore essential services and critical infrastructure; and help victims and communities return to normal, when feasible, following a domestic incident. The Emergency Support Function serves as the primary operational level mechanism for providing assistance to local, state and federal government agencies.
4. Emergency Traffic Post – Location along a Primary or Secondary Evacuation Route or at a Critical Intersection established by the Metropolitan Police Department to control the movement of pedestrians and vehicles during an incident.
5. Incident – Occurrence, environmental or human-caused, which requires an emergency response to protect life and/or property. Examples of an incident include a/an terrorist threat or attack, fire, flood, hazardous materials spill, nuclear accident, aircraft accident, hurricane, tornado, and public health or medical emergency.
6. Incident Command System – Methodical tool used for the command, control, and coordination of emergency responses of all sizes.
7. Incident Commander (IC) – Member responsible for the management of all operations at the incident site, including the development and implementation of strategy, approval of orders, and release of resources. Generally, the Incident Commander will be the ranking member on the scene of the incident.
8. Multi-Jurisdictional Incident – Incident requiring action from multiple agencies that each have responsibilities for managing certain aspects of an incident. In the Incident Command System, these incidents will be managed by the Unified Command.
9. National Incident Management System – System used in the United States to coordinate emergency preparedness and incident management among various federal, state, and local agencies.
10. National Response Framework – Guiding principles that enable response partners to prepare for and provide a unified national response to disasters and emergencies from the smallest incident to the largest catastrophe. The National Response Framework establishes a comprehensive, national, all-hazards approach to domestic incident response.

11. Primary Evacuation Route – Closest and safest officially designated route from an individual's location to a designated safe area outside an emergency area.
12. Secondary Evacuation Route – Next closest and safest officially designated route to a designated safe area if a Primary Evacuation Route is gridlocked, inaccessible, or seen to be unsafe for use in an emergency.
13. Unified Command – Application of the Incident Command System used to carry out command in which responding agencies and/or jurisdictions with responsibility for the incident share incident management.

#### IV. REGULATIONS

- A. Under the District Response Plan, when Emergency Support Function # 1 (Transportation) is activated, the Metropolitan Police Department shall operate as a support agency under a Unified Command.
  1. The Primary District Agency shall be the District Department of Transportation.
  2. Direct links between the District Department of Transportation, U.S. Office of Personnel Management, D.C. Homeland Security and Emergency Management Agency, and the Metropolitan Police Department shall remain on-going in order to ensure that the District Government is prepared for the evacuation of federal and local government workforces, visitors, and residents.
- B. When a decision is made to evacuate the District of Columbia, evacuation route traffic signals will be re-timed by the District Department of Transportation.
  1. Traffic signals at each of nineteen (19) Primary Evacuation Routes (Attachment A) designated by the District Department of Transportation will be re-programmed with a two hundred forty (240) second [four (4) minute] cycle length timing plan.

NOTE: Primary Evacuation Routes are marked with the evacuation route signage shown in Attachment B.
  2. Within approximately twenty (20) minutes of activation, this timing will provide maximum green time to the designated evacuation route mainline.
  3. The green time for non-evacuation route intersecting roads will be less than the mainline and pedestrian walk signal timing and adjusted accordingly.

- C. When Primary Evacuation Routes are gridlocked, inaccessible, or seen to be unsafe for use during an emergency incident, traffic signals at each of seventeen (17) Secondary Evacuation Routes (Attachment C) designated by the District Department of Transportation will be re-programmed with a two hundred and forty (240) second [four (4) minute] cycle length timing plan.

NOTE: The Primary and Secondary Evacuation Routes included in the attachments to this general order are separate and apart from the “Segments of Snow Emergency Routes” listed in GO-OPS-803.02 (Snow Emergency).

- D. Twenty (20) Critical Intersections (Attachment D) along the Primary and Secondary Evacuation Routes shall be staffed with uniformed personnel to expedite the flow of traffic and prevent back-ups.
- E. When determined necessary by the District Department of Transportation Incident Commander, emergency traffic posts along the Primary or Secondary Evacuation Routes shall also be staffed by uniformed personnel.
- F. Pedestrians shall be directed to cross Evacuation Routes with the mainline green time flow of vehicular traffic to maximize the progression of evacuating pedestrians and vehicles.
- G. Pennsylvania Avenue, NW, between Rock Creek Park and the U.S. Capitol will serve as the dividing line for egress routes during an evacuation.
1. Motorists north of Pennsylvania Avenue shall be directed North, East, and West on the Evacuation Routes.
  2. Motorists south of Pennsylvania Avenue shall be directed South, East, and West on the Evacuation Routes.
  3. No vehicles shall be permitted to cross Pennsylvania Avenue.
  4. The dividing line (Pennsylvania Avenue) shall not apply to pedestrian traffic.

NOTE: None of the Evacuation Routes cross.

## **V. PROCEDURAL GUIDELINES**

- A. When a decision to evacuate all or part of the District of Columbia has been made, the Metropolitan Police Department shall control both pedestrian and vehicular movement of evacuees and provide increased visibility and security along both Primary and Secondary Evacuation Routes.
1. The Metropolitan Police Department shall provide critical intersection control and updates concerning traffic conditions.

2. The Metropolitan Police Department, along with the District Department of Transportation, shall coordinate street closings and ensure that information concerning the closings is shared with other regional law enforcement agencies.
  3. The Metropolitan Police Department, in coordination with the Department of Public Works, shall provide tow cranes to remove parked vehicles from Primary and Secondary Evacuation Routes. All requests for tow cranes shall be made thru the Office of Unified Communications.
  4. The Homeland Security Bureau, Special Operations Division, Harbor Patrol Branch, shall provide particular attention to all bridges, structures, and waterways for suspicious activity or items.
- B. Members assigned to emergency traffic posts shall:
1. Park their vehicles in a location that will not obstruct a lane or hinder the efficient flow of traffic;
  2. Position themselves physically in a location within the assigned intersection where they are visible to all lanes of traffic;
  3. Wear their enhanced visibility gear for personal protection;
  4. Use police whistles for recognition by motorists and pedestrians;
  5. Direct traffic in coordination with the light sequences to ensure intersections do not become gridlocked;
  6. Maintain contact with their supervisor as designated in the Incident Command System in order to update traffic conditions; and
  7. Remain aware throughout the evacuation that the transportation infrastructure itself could become a target and report problems or suspicious activity immediately to an official.
- C. The Incident Commander shall:
1. Respond immediately to the scene to establish a Command Post;
  2. Coordinate with the D.C. Fire and Emergency Medical Services Department on all life safety issues;
  3. Identify sufficient uniformed personnel to staff Critical Intersections and, as required, emergency traffic posts along the Primary and/or Secondary Evacuation Routes;

4. Ensure that members are assigned to intersections for maximum efficiency in order to ensure safe and effective movement of persons and vehicles out of the District of Columbia;
5. Assess conditions and update the Chief of Police; Assistant Chief of Police, Patrol Services and School Security Bureau; and Field Commander, as required, of the situation and whether additional police resources will be required;
6. Establish a documentation officer to prepare a running resume of activities and requests for resources associated with the emergency/incident;
7. If necessary, request Metropolitan Police Department and Department of Public Works tow cranes and/or additional resources as required to manage the emergency/incident;
8. Ensure completion of the required incident command forms listed in GO-HSC-800.02 (Incident Command System) for smooth transition to the next reporting period;
9. Maintain Unified Command with the District Department of Transportation Incident Commander and Command Post for the duration of the operations;
10. During exigent circumstances which threaten the immediate safety of individuals or property within the District of Columbia, request the activation of Closed Circuit Television Cameras as stated in DCMR Title 24 (Public Space and Safety) Chapter 25, § 2599.1 (Metropolitan Police Department Use of Closed Circuit Television), in accordance with GO-OPS- 603.07 [Closed Circuit Television Camera (CCTV)]; and
11. Prepare and forward electronically an After-Action Report, within five (5) business days to the Commanding Official, Homeland Security Bureau, Special Operations Division, through the chain of command which includes, at a minimum:
  - a. Total number of personnel deployed;
  - b. Total number of regular, compensatory time, and overtime compensation hours used and the related overtime code;
  - c. Injuries to personnel, including the names of the personnel and electronic copies of the related PD Forms 42 (Injury or Illness Report); and

- d. Damage to Metropolitan Police Department equipment, including a listing of the equipment and electronic copies of the related PD Forms 43 (Report of Damage to or Loss of District Government Property).
- D. District Commanders shall:
  1. Ensure that members of their command are familiar with the contents of this general order including the Critical Intersections and Primary and Secondary Evacuation Routes located within the District; and
  2. Provide logistical information to the Incident Commander including the number of officers available for deployment to Critical Intersections and Primary or Secondary Evacuation Routes.
- E. The Official in Charge, Office of Unified Communications, upon receipt of a request for the Metropolitan Police Department to provide Primary/Secondary Evacuation Route and Critical Intersection control, shall be responsible for:
  1. Notifying the official in charge of the Command Information Center, providing all obtained information; and
  2. Causing sufficient personnel and a supervisory official from the affected Police District to be immediately dispatched to the scene of the incident.
- F. The Official in Charge, Command Information Center, upon being notified that the Metropolitan Police Department will provide Primary/Secondary Evacuation Route and Critical Intersection control, shall:
  1. Immediately notify and provide all obtained information to:
    - a. Chief of Police and Field Commander;
    - b. Assistant Chief, Patrol Services and School Security Bureau;
    - c. Assistant Chief, Homeland Security Bureau;
    - d. Command Staff Group;
    - e. Mayor's Command Center, Homeland Security and Emergency Management Agency;
    - f. Public Information Officer; Office of Communications;
    - g. Homeland Security Bureau, Intelligence Fusion Division;
    - h. Homeland Security Bureau, Special Operations Division, Domestic Security Operations;

- i. Homeland Security Bureau, Special Operations Division, Tactical Patrol Branch, Explosive Ordinance Disposal Unit;
  - j. Homeland Security Bureau, Special Operations Division, Tactical Patrol Branch, Harbor Patrol Unit;
  - k. Homeland Security Bureau, Special Operations Division, Tactical Patrol Branch, Air Support Unit; and
  - l. Homeland Security Bureau, Special Operations Division, Traffic Safety Specialized Enforcement Branch, Motor Carrier Safety Unit; and
- 2. Ensure the Command Information Center Temperature Board(s) post the Primary and Secondary Evacuation Routes and locations of all Critical Intersections as listed within this order for each tour of duty.
- G. The Office of Communications, Public Information Office, shall be responsible for establishing the information sharing policy, procedures and systems for communicating timely and accurate information to the public working through the Incident Command, Joint Information Center, Joint Information System, Emergency Operations Center, and Executive Office of the Mayor in accordance with the National Response Framework, the District Response Plan, and GO-SPT-204.01 (Media).

## **VI. CROSS REFERENCES**

- A. GO-SPT-204.01 (Media)
- B. GO-OPS-603.07 [Closed Circuit Television Cameras (CCTV)]
- C. GO-HSC-800.02 (Incident Command System)
- D. GO-HSC-803.02 (Snow Emergency)
- E. GO-OPS-803.04 (Emergency Response Plan)
- F. DCMR Title 24 (Public Space and Safety), Chapter 25, § 2599.1 (Metropolitan Police Department Use of Closed Circuit Television)
- G. District Response Plan, Emergency Support Function # 1 (Transportation)

## **VII. ATTACHMENTS**

- 1. Attachment A: Index and Map of Primary Evacuation Routes
- 2. Attachment B: Examples of Current Primary Evacuation Route Signage



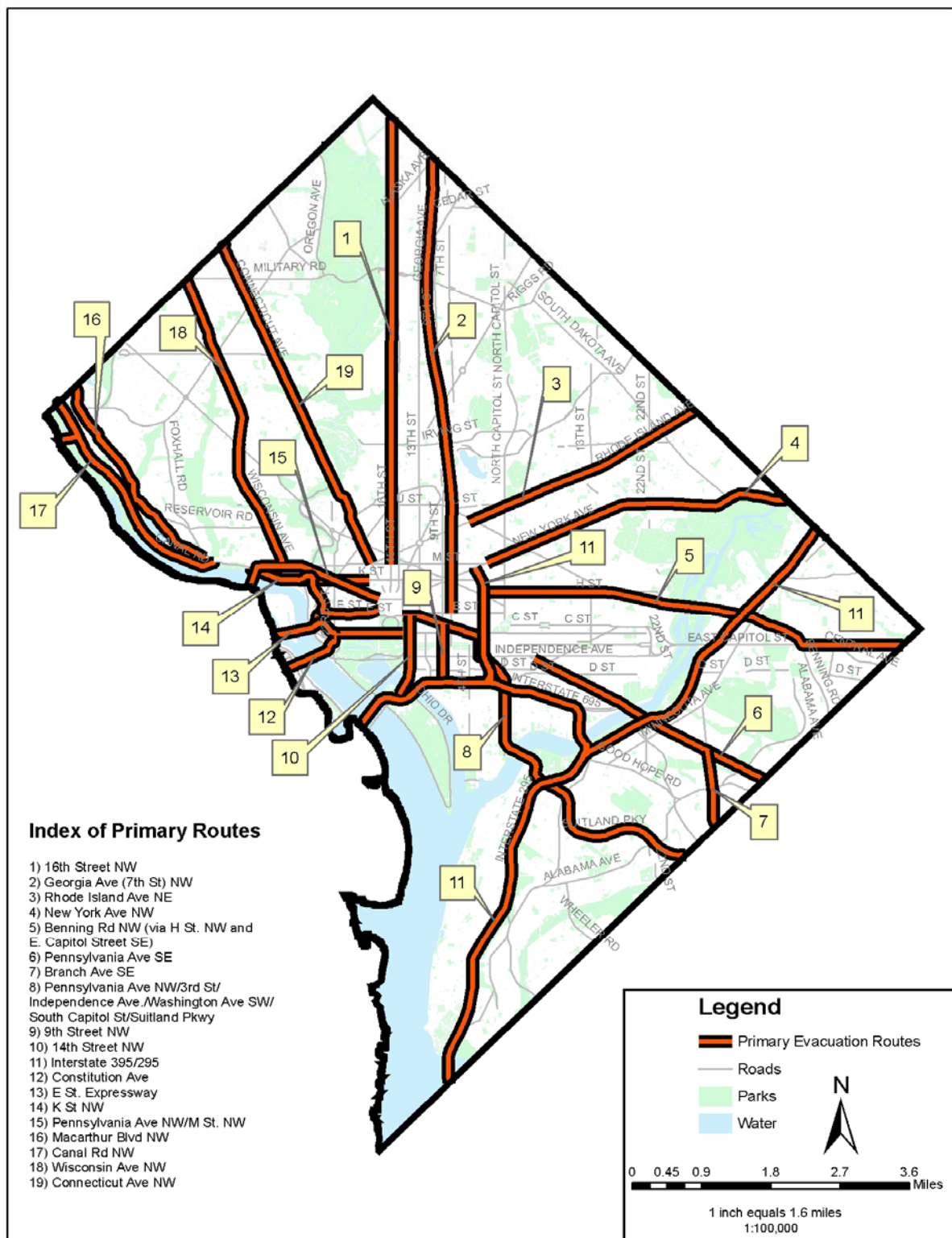
3. Attachment C: Index and Map of Secondary Evacuation Routes
4. Attachment D: Index of Citywide Critical Intersections

A handwritten signature in black ink, reading "Cathy L. Lanier". The signature is written in a cursive, flowing style.

Cathy L. Lanier  
Chief of Police

CLL:PH:JGW:MOC:MJT:PHC

INDEX OF PRIMARY EVACUATION ROUTES	
LOCATIONS WITHIN THE FIRST DISTRICT	PSA
Georgia Avenue NW (7 <sup>th</sup> Street)	101
New York Avenue NW	101
Benning Road NE	102, 103
Pennsylvania Avenue SE	104, 105, 106, 107
Pennsylvania Avenue NW/3 <sup>rd</sup> St/Independence Avenue/Washington Avenue SW/South Capitol Street	101, 104
14 <sup>th</sup> Street NW	101
Interstate 295/395	104, 105, 106, 107
Constitution Avenue NW	101, 102, 103, 104
K Street NW	104
LOCATIONS WITHIN THE SECOND DISTRICT	PSA
16 <sup>th</sup> Street NW	208
New York Avenue NW	207
Constitution Avenue NW	207
E Street Expressway	207
K Street NW	206, 207, 208
Pennsylvania Avenue/M Street NW	206, 207, 208
Macarthur Boulevard NW	205
Canal Road NW	205
Wisconsin Avenue NW	202, 204, 206
Connecticut Avenue NW	206, 207, 208
LOCATIONS WITHIN THE THIRD DISTRICT	PSA
16 <sup>th</sup> Street NW	301,302,303, 304, 307
Georgia Avenue NW (7 <sup>th</sup> Street)	302, 304, 305, 308
New York Avenue NW	307, 308
14 <sup>th</sup> Street NW	302, 304, 307
LOCATIONS WITHIN THE FOURTH DISTRICT	PSA
16 <sup>th</sup> Street NW	401, 402, 403, 404
Georgia Avenue NW (7 <sup>th</sup> Street)	401, 402, 403, 404
14 <sup>th</sup> Street NW	401, 403, 404
LOCATIONS WITHIN THE FIFTH DISTRICT	PSA
Rhode Island Avenue NE	501, 502, 503, 505
Benning Road NE	504
New York Avenue NE	501, 503, 504, 505
LOCATIONS WITHIN THE SIXTH DISTRICT	PSA
Benning Road NE	601, 602, 603
Pennsylvania Avenue SE	605, 606, 607
Branch Avenue SE	605, 606
Interstate 295/395	601, 602, 603, 605
LOCATIONS WITHIN THE SEVENTH DISTRICT	PSA
South Capitol Street/Suitland Pkwy	701, 702, 703, 704
Interstate 295/395	701, 703, 705, 707

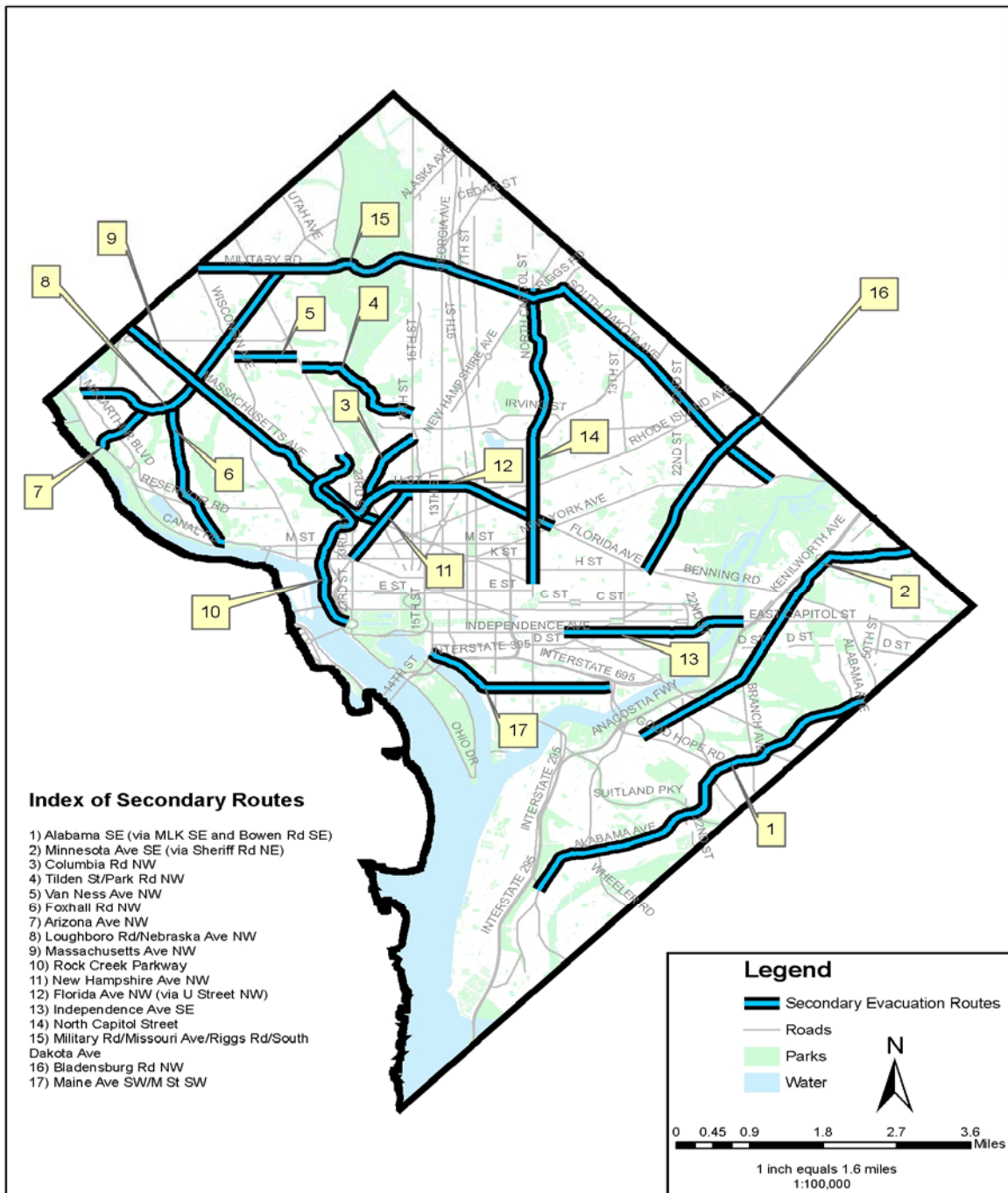


# EXAMPLES OF CURRENT PRIMARY EVACUATION ROUTE SIGNAGE

The region has identified nineteen (19) corridors (Attachment A) radiating from downtown Washington, DC as Evacuation Routes. Each of the routes extends to the Capital Beltway (I-495) and beyond. Egress and ingress signs have been designed and approved for installation along these routes by the District of Columbia, Maryland, and Virginia. These signs allow for easy identification by the motoring public and authorities.



INDEX OF SECONDARY EVACUATION ROUTES	
LOCATIONS WITHIN THE FIRST DISTRICT	PSA
1. Massachusetts Avenue NW	101, 102
2. North Capitol Street NW	101
3. Independence Avenue SE	104, 105, 106, 107
4. Maine Avenue/M Street SW	104, 105, 106, 107
LOCATIONS WITHIN THE SECOND DISTRICT	PSA
1. Tilden Street/Park Road NW	203
2. Van Ness Street NW	202, 203, 204
3. Foxhall Road NW	205
4. Arizona Avenue NW	205
5. Loughboro Road/Nebraska Avenue NW	201, 202, 205
6. Massachusetts Avenue NW	202, 204, 205, 208
7. Military Road NW	202, 203
LOCATIONS WITHIN THE THIRD DISTRICT	PSA
1. Columbia Road NW	302, 303
2. Park Road NW	301, 302
3. Massachusetts Avenue NW	307
4. Florida Avenue (via U Street NW)	304, 305, 307
5. New Hampshire Avenue NW	305
LOCATIONS WITHIN THE FOURTH DISTRICT	PSA
1. Park Road NW	404
2. New Hampshire Avenue NW	402, 403, 404
3. North Capitol Street NW	405
4. Military Road/Missouri Avenue /Riggs Road/South Dakota Avenue	402, 403, 405
LOCATIONS WITHIN THE FIFTH DISTRICT	PSA
1. Florida Avenue NW	501
2. North Capitol Street NW	501
3. South Dakota Avenue NE	502, 503, 504, 505
4. Bladensburg Road NE	503, 504, 505
LOCATIONS WITHIN THE SIXTH DISTRICT	PSA
1. Minnesota Avenue SE (via Sheriff Road NE)	602, 603, 605, 607
LOCATIONS WITHIN THE SEVENTH DISTRICT	PSA
1. Alabama Avenue SE (via Martin Luther King Avenue and Bowen Streets SE)	701, 702, 703, 704, 705





INDEX OF CITYWIDE CRITICAL INTERSECTIONS	
LOCATIONS WITHIN THE FIRST DISTRICT	PSA
New York Avenue and I-395 +	101
14 <sup>th</sup> Street NW and Constitution Avenue NW +	101, 104
14 <sup>th</sup> Street and Independence Avenue SW +	104
Independence Avenue and Washington Avenue SW +	104
Independence Avenue and 22 <sup>nd</sup> Street SE (RFK) ++	107
9 <sup>th</sup> Street NW and Constitution Avenue NW +	101, 104
**New York Avenue and Florida Avenue NE +	101
LOCATIONS WITHIN THE SECOND DISTRICT	PSA
Connecticut Avenue and Calvert Street NW +	204
Wisconsin Avenue and Massachusetts Avenue NW +	204
Macarthur Boulevard NW and Canal Road NW +	205
K Street and 17 <sup>th</sup> Street NW +	208
Constitution Avenue and Henry Bacon Drive NW +	207
LOCATIONS WITHIN THE THIRD DISTRICT	PSA
Georgia Avenue and Rhode Island Avenue NW +	308
16 <sup>th</sup> Street and Columbia Road NW +	302, 303
LOCATIONS WITHIN THE FOURTH DISTRICT	PSA
Georgia Avenue and Missouri Avenue NW +	402, 403
LOCATIONS WITHIN THE FIFTH DISTRICT	PSA
North Capitol Street and Michigan Avenue NE ++	501
Rhode Island Avenue and South Dakota Avenue NE +	502, 503, 505
**New York Avenue and Florida Avenue NE +	501, 504
LOCATIONS WITHIN THE SIXTH DISTRICT	PSA
Benning Road and Minnesota Avenue NE ++	603
Pennsylvania Avenue and Fairlawn Avenue SE +	605, 607
LOCATIONS WITHIN THE SEVENTH DISTRICT	PSA
Suitland Parkway and Firth Sterling Avenue SE +	703

+ Denotes Primary Evacuation Route    ++ Denotes Secondary Evacuation Route

\*\* Denotes location with boundaries covering two different Police Districts, the First and Fifth Districts