EVACUATION ROUTES:

By Car
There are 25 routes out of the District that commuters should use if there is an emergency that requires immediate evacuation. All routes extend toward the Capital Beltway (I-495).

The major routes leading out of the District include: Canal and Benning roads; Constitution, Wisconsin, Connecticut, Georgia, Rhode Island, New York, Kenilworth and Pennsylvania avenues; 16th Street NW; Interstates 295 and 395; and Key Bridge.

Pennsylvania Avenue NW, between Rock Creek Park and the US Capitol, serves as the dividing line for the emergency plan. Commuters above Pennsylvania Avenue will be directed to take north, east and westbound evacuation routes. Commuters below Pennsylvania Avenue will be directed toward south, east and westbound evacuation routes. No one will be allowed to cross Pennsylvania Avenue during an emergency evacuation.

The District Department of Transportation (DDOT) has placed signs throughout the city to identify the primary emergency evacuation routes. These signs direct commuters to beltway and beyond.

During an emergency situation, traffic signals on primary evacuations routes will be retimed to move traffic away from the Capitol area. Traffic lights on the main streets will stay green longer. In addition, at least 70 critical intersections on the evacuation routes within Washington, D.C. will be manned with uniformed police officers to keep traffic flowing smoothly.

Source: District Department of Transportation
http://www.ddot.dc.gov/ddot/cwp/view,a,1250,q,560885,ddotNav,|32399|.asp

By Metro Train
In an emergency that requires evacuation, the train operator, if possible, will lead the procedure. Metro riders can also reach the operator by pressing the red intercom button located at both ends of a train car. In an emergency, the doors at either end of each car can be used to move from one car to another.

In tunnels:
After the train stops, use the car doors that exit to the side of the tunnel with lights. The emergency door release is located at the center car door. After the doors are opened, riders may exit being careful not to touch any part of the track. The metro wheels runs on two rails. The third rail that has a white safety cover, carries high voltage electricity to the train and contact with this rail can cause death. When evacuating a train, passengers should take extreme caution and avoid the track.

On an elevated track:
After the train stops look for the side with railing and a walkway. Repeat the same procedure as if the incident happened in a tunnel.
About every 800 feet in every metro tunnel and elevated track there is an emergency trip station marked with a blue light. Each station has a call box and fire extinguisher; press “0” to get metro personnel assistance.

In stations:
Message boards and station managers will provide pertinent information regarding safety procedures. If its necessary to speak to a station manager, use the intercom button located on the station pillars.

By Metrobus

If passengers need to evacuate after the bus stops, the windows serve as emergency escapes. The windows can be released by pulling the red levers. The ceiling hatch is also an emergency escape.

Metro advises passengers to make alternate routes that do not include public transportation.

Source: Washington Metropolitan Area Transit Authority
http://www.wmata.com/riding/safety/evac.cfm#planning

➢ Additional Resource: Metrorail Emergency Guide

By Maryland Commuter Trains

MARC trains share tracks with Amtrak and CSX. The trains operate on three lines: Penn, Camden and Brunswick. Following an emergency, railroads may cease operations and Union Station may be shut down for a 2-3 hour period while officials inspect tracks, tunnels and bridges.

In the event of an emergency, MARC train operations will vary depending upon whether Union Station is accessible. If Union Station is open, MARC will operate as many trains as possible on all three lines. If service from Union Station is unavailable, MARC will try to operate shuttle train service on the Penn Line between the New Carrollton station on Metro’s Orange Line and Baltimore’s Penn Station.
Shuttle service on the Camden Line will operate from the Greenbelt Station on Metro’s Green Line to Camden Station in Baltimore if operational conditions allow.

Brunswick passengers traveling to Frederick should go to the Shady Grove Metro station on the Red Line and use the MTA 991 commuter bus.

Passengers traveling to points in Montgomery County should take Metro to the Silver Spring Station and use Ride-On buses to Kensington and Garrett Park. Passengers traveling to Gaithersburg, Metropolitan Grove and Germantown should use the Metro Red Line to Shady Grove to connect to regular route Ride-On buses.

For passengers on the Brunswick Line traveling beyond Germantown, MARC will attempt to run shuttles as far as Brunswick and on to West Virginia.

Source: Maryland Transit Administration
http://www.mtamaryland.com
By Virginia Railway Express
Because the VRE operates on rails that run under various federal buildings that would be shut down in an emergency situation, VRE train service is subject to significant disruption. VRE recommends passengers develop one or two alternate plans to get home: one that involves public transportation and one that does not.

If train service is interrupted in the District, VRE passengers should resort to their alternate method of exiting the District. Those dependent upon VRE to reach their final destination should head to Crystal City or Alexandria where shuttle service from one or both of those stations will be available. In this scenario, there will be no northbound train or shuttle service across the Potomac River.

If the bridges and tunnels are open, VRE will begin service southbound immediately. Schedules, if possible, will be posted on the VRE website displayed on the message boards at the station.

Source: Virginia Railway Express
http://www.vre.org/service/commuterweekly/archives/evacuationplans.htm