

DIRECTION AND CONTROL OF TRAFFIC

13.01 PURPOSE

This regulation establishes policy and procedures governing the direction and control of traffic.

13.02 POLICY

Members directing and controlling traffic shall conduct such activities in a manner which is consistent with established training guidelines and operational practices, thereby ensuring the free, safe, and efficient movement of vehicles and pedestrians. Members shall also direct and control traffic in a manner that ensures their personal safety.

13.03 GENERAL INFORMATION

- A. Incidents or circumstances which may require the direction and control of traffic include:
1. Traffic crashes.
 2. Hazardous materials spills.
 3. **Preplanned events/special assignments.**
 4. Missing or malfunctioning traffic-control signs, devices, and/or signals.
 5. Adverse or hazardous road and/or weather conditions.
 6. Crime scenes.
 7. Fire or other emergency scenes.
 8. Any condition which obstructs or impedes the safe and efficient movement of traffic or pedestrians.

13.04 PROCEDURES

A. Traffic Crash and Other Incident Scenes: At traffic crash and other incident scenes requiring the direction and control of traffic, members shall:

1. When encountered on patrol, immediately **notify** Communications-Desk Unit personnel of the location and other necessary information concerning the incident.
2. When appropriate, request the assignment of additional patrols or the assistance of non-Department personnel (e.g., Pennsylvania Department of Transportation [PennDOT] crew and equipment, hazardous materials team, emergency services personnel, towing service, etc.).

NOTE: Members are reminded that they bear **the** ultimate responsibility for the security of an incident scene, including the safety of all individuals. Consequently, members shall not depart from an incident scene unless required by exigent circumstances or relieved by another member, or unless the incident has been satisfactorily resolved.

3. When applicable, request that Communications-Desk Unit personnel make appropriate notifications, as per the requirements of the AR Telephone Reference and other relevant Department regulations.
4. Ensure patrol and other vehicles, flares, assisting personnel, and any other available devices being utilized at the scene to direct and control traffic, are positioned and utilized in a manner which most effectively secures the scene, preserves evidence, and safeguards all individuals present at the scene.
5. When necessary, perform manual direction and control of traffic, and ensure the safe and efficient performance of manual direction and control of traffic by other personnel providing assistance at the scene.
6. At all times, remain cognizant of changes in the direction, speed, and volume of traffic, and otherwise maintain awareness of their surroundings (e.g., the

existence and location of media representatives, onlookers, etc.).

7. When necessary, regulate cross-flow traffic one direction at a time; limit or deny backing or turning movements, stopping, or parking by vehicles; and reroute or detour traffic.
 8. Ensure emergency and other authorized vehicles and personnel have free access to the scene, consistent with the safe and efficient movement of traffic and pedestrians, by restricting the access of unauthorized vehicles and personnel, and controlling bystanders.
 9. At all times, when visible while directing traffic or on the roadway controlling traffic, wear the **Department**-issued high-visibility safety vest as the outermost garment.
- B. Hand Signals and Gestures and Positioning: When manual direction and control of traffic is required at a traffic crash or other incident scene, members shall:
1. Perform such activity in a manner which ensures the free, safe, and efficient movement of traffic and pedestrians.
 2. When possible, assume a position in the center of an intersection that will provide maximum visibility of the member to all traffic and pedestrians.
 3. Visualize an "escape route" to avoid being struck by any vehicle.
 4. Determine whether traffic signals are functioning, and whether one- or two-way streets are involved at the incident scene.
 5. Assume a position which minimizes the need for continual changes in location.
 6. Avoid giving inappropriate, unnecessary, or confusing hand signals and gestures.
 7. Whenever possible, utilize the following uniform hand signals and gestures:

- a. Stop – Stand with shoulders parallel to moving traffic, raise the arm and gesture with an open palm to stop traffic. Maintain the position, as necessary, until the flow of traffic may be restarted. Repeat the movement, as necessary, in conjunction with the starting and turning hand signals and gestures.
- b. Start – Stand with shoulders parallel to moving traffic, point at the vehicle which is to begin moving and with palm facing up, swing arm in a vertical semicircle until traffic begins to move. Repeat the movement, as necessary, in conjunction with the stopping and turning hand signals and gestures.
- c. Right and Left Turns – Ensure any conflicting traffic is stopped to allow turns, point at the designated turning vehicle and swing the extended arm with the index finger pointing in the direction of the intended turn. Repeat the movement, as necessary, in conjunction with the stopping and starting hand signals and gestures.

8. Endeavor to utilize the Department-issued ASP Traffic Wand during situations and conditions when its use will increase officer safety and assist with traffic control/management.

C. Adverse or Hazardous Highway and Weather Conditions: Adverse or hazardous highway and weather conditions may include, but are not limited to, accidental and engineering hazards (e.g., debris on the roadway, missing guardrails, sinkholes, road buckling) and acts of nature (e.g., icing, fog). In addition to standard direction and control procedures, members shall:

1. If possible, remove, repair, or otherwise alleviate the adverse or hazardous highway condition when immediate corrective action is required. Primary concern shall be given to the safety of all persons at the scene. Therefore, at potentially dangerous incidents, the best course of action may be to secure the scene until the immediate danger can be alleviated by responding

emergency personnel (e.g., the appropriate utility company, hazardous materials team).

2. Ensure the adverse or hazardous highway or weather condition requiring immediate action has been corrected, marked, or otherwise addressed by appropriate personnel prior to resuming routine patrol.
 3. **Comply with the provisions of OM 7-1, Emergencies and Unusual Occurrences, Chapter 10, Natural and Man-Made Disasters, when a Declaration of Disaster Emergency is declared by the Governor.**
 4. **Comply with the provisions of OM 7-1, Appendage AL, Roadway Closure Notification Procedures, when situational-awareness reporting is required for a roadway closure due to a crash or other event.**
 5. Complete appropriate Department reports in accordance with OM 7-2, Field Reporting.
- D. Manual Operation of Traffic Control Devices: When required to manually operate traffic control devices at traffic crash or other incident scenes, during special events, or in other circumstances, members shall:
1. When circumstances warrant, manually operate traffic control devices in a manner which ensures the free, safe, and efficient movement of vehicles and pedestrians.
 2. Notify Communications-Desk Unit personnel and request the appropriate municipal authority provide the key for the traffic control device. Members shall acquire the key or access code for a preplanned event.
 3. When a malfunctioning traffic control device is encountered on patrol, **notify** Communications-Desk Unit personnel and request the appropriate municipal authority immediately arrange for the repair or replacement of the device.
 4. When appropriate, initially activate the flashing yellow mode of traffic control signals to gain control of the flow of traffic.

5. Ensure **the** traffic control device is functioning properly, and the incident scene has been stabilized, prior to **resuming** routine patrol.
- E. Temporary Traffic Control Devices: When utilizing temporary traffic control devices (e.g., fusees, movable barriers, portable signs, patrol vehicle lights), at **a** traffic crash and/or other scenes, members shall:
1. Utilize or deploy the temporary traffic control devices in a manner which safeguards the incident scene and ensures the safe and efficient movement of traffic and pedestrians.
 2. Ensure the patrol vehicle, movable barrier, portable sign, or other temporary traffic control device, is situated in a manner which ensures maximum visibility to traffic and pedestrians.
 3. Deploy fusees in a manner consistent with established training guidelines (e.g., avoid using near spilled fuel, flammable vapors, grass berms, or other potential hazards); arrange fusees in the safest and most efficient manner possible; and remove debris prior to resuming routine patrol.
 4. Notify Communications-Desk Unit personnel and request that PennDOT or the appropriate municipal authority be requested to immediately repair or replace a missing or malfunctioning movable barrier or portable sign discovered on patrol. Unless exigent circumstances arise, members shall provide traffic direction and control, as necessary, until the proper repairs have been made.
 5. Upon determining that additional temporary traffic control devices at an incident scene are required, request the deployment of such devices from PennDOT or the appropriate municipal authority.