

A photograph of a police car with flashing blue and red lights, positioned in the center of the frame. The car is silhouetted against a vibrant sunset sky with shades of orange, red, and purple. The background is a dark, textured blue. The text is overlaid on this image.

Traffic Control

Senior Volunteer Academy

"Tell me
remember"




Corporal Kotaro Murashige
Poway Motor & Traffic Division

Traffic Control


Overview

- Purpose
 - Authority
 - Situations
 - Arrival to scene
 - Scene control
 - Departure
 - Tools & equipment
 - Safety
- 


Purpose

- To ensure the safe and efficient movement of vehicles and pedestrians
 - To reduce the likelihood of collisions
 - To ease unnecessary traffic congestion
 - To learn SAFE practices in traffic control
- 

2010 NHTSA Statistics

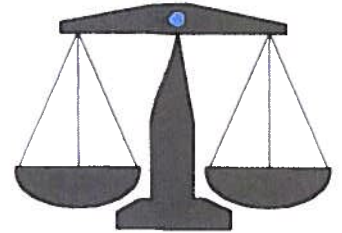
- 32,885 Total fatalities
 - 4,280 Pedestrian fatalities
 - 70,000 Pedestrians injured (estimate)
 - On average 1 killed : 2 hrs / 1 inj : 8 min
- 

A SVP should demonstrate the ability to...

- Receive and communicate specific instructions clearly, firmly and courteously
 - Move and maneuver quickly in order to avoid danger from errant vehicles
 - Control signaling devices in order to provide clear and positive guidance to drivers in dynamic situations
 - Understand and apply safe traffic control practices, sometimes in stressful or emergency situations
 - Recognize dangerous situations and warn others in time to avoid injury
- 



Your Authority



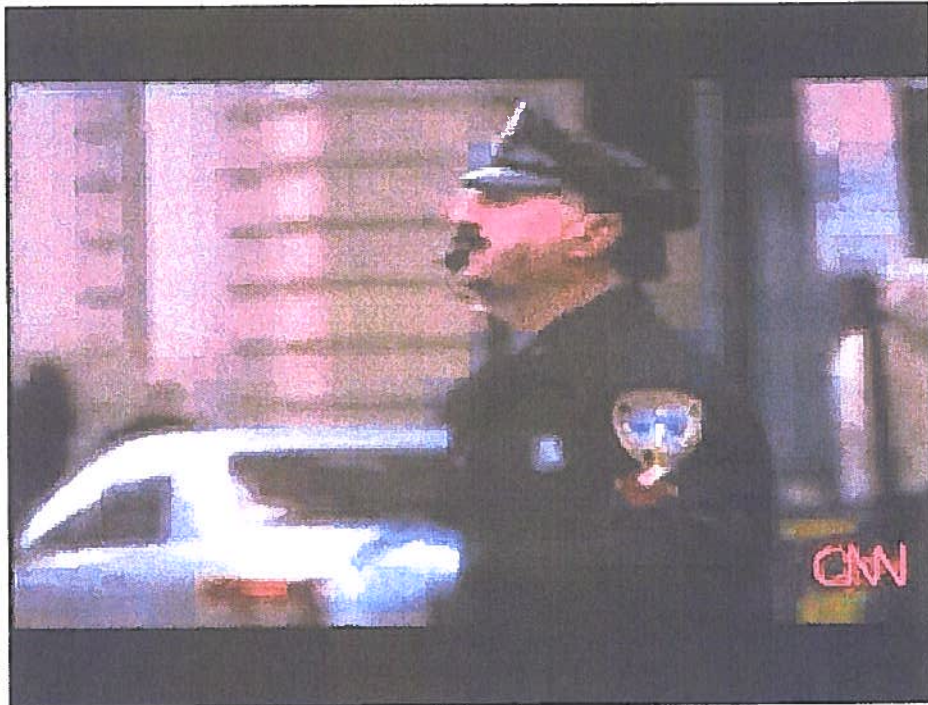
VC§ 21100. Rules and Regulations: Subject Matter

Local authorities may adopt rules and regulations by ordinance or resolution regarding the following matters:

- (e) Regulating traffic by means of a person given temporary or permanent appointment for that duty by the local authority whenever official traffic control devices are disabled or otherwise inoperable, at the scenes of accidents or disasters, or at locations as may require traffic direction for orderly traffic flow.

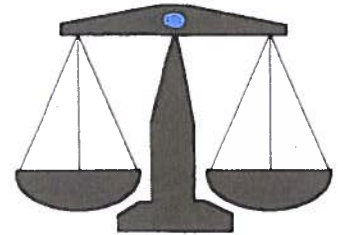
A person shall not be appointed pursuant to this subdivision unless and until the local authority has submitted to the commissioner or to the chief law enforcement officer exercising jurisdiction in the enforcement of traffic laws within the area in which the person is to perform the duty, for review, a proposed program of instruction for the training of a person for that duty, and unless and until the commissioner or other chief law enforcement officer approves the proposed program. The commissioner or other chief law enforcement officer shall approve a proposed program if he or she reasonably determines that the program will provide sufficient training for persons assigned to perform the duty described in this subdivision.

A SVP should demonstrate...





Enforcement



- 21100.3 CVC : It is unlawful for **any person** to disobey the traffic directions of a person **appointed or authorized by a local authority** to regulate traffic pursuant to subdivision (e) of section 21100 when such appointee is **wearing an official insignia issued by the local authority** **AND is acting in the course of his appointed duties.**
- 2818 CVC: It is unlawful to traverse **a flare pattern, cone pattern, or combination thereof,** provided for the regulation of traffic, or provided in any situation where public safety personnel are engaged in traffic control or emergency scene management.

What this means

You must be trained to direct traffic.





Liabilities



- Once trained, you will be responsible for your actions.
- Stay within scope of duties.
- Failure to act...
- Anyone can sue for anything.
- When in doubt, INVOLVE A DEPUTY.

Where do we control traffic?

● Scheduled Events

- ☾ Parades
- ☾ Sobriety Checkpoints
- ☾ Movie Productions
- ☾ Holiday Events
- ☾ Street Fairs
- ☾ Scheduled City Repairs

● Unscheduled Events

- ☾ Traffic Collisions
- ☾ Traffic Hazards
- ☾ Natural Disasters

Traffic Hazard?



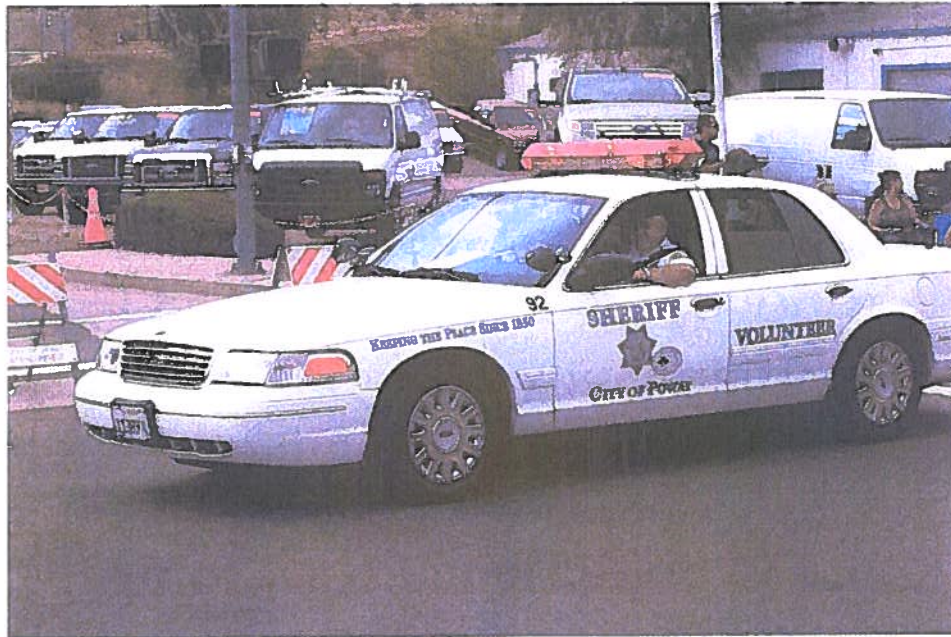
Scheduled Events


- Organized
- Structured
- Low Stress
- Assignments




Unscheduled Events

3 Types of Durations



- 1. Major** – Expect duration of more than two (2) hours.
 - 2. Intermediate** – Expect duration of 30 minutes to two (2) hours.
 - 3. Minor** – expect duration under 30 minutes.
- 

Responding to a Non-Scheduled Event

- Dispatched to a call
 - Respond on your own
- 


While responding to a call..

- **Have in mind the location of the incident and the time of the day**
- **Listen to the radio. Units at the scene might be trying to relay information**
- **No “Code-2 1/2” or “Code-3” allowed**
- **Obey ALL traffic laws**
- **Upon arrival, find a safe place to park and/or determine where your car is needed for traffic control**
- **If you park your car unsafely, you can become part of the problem**

SAFETY, SAFETY, SAFETY.




Primary Responsibilities

- Ensure human safety. Call for Medics
 - Make the scene SAFE!
 - Administer first aid
 - Protect the scene
 - Prepare for the arrival of additional units
 - P&P 6.33 and Traffic Manual Section 9
- 

Media Relations

- P&P Section 7.3
- Communication of information to the public is a direct management responsibility
- Be careful what you say
- Photographs = Evidence

Traffic Control Zones

- Advance Warning Area
 - Transition Area
 - Activity Area
 - Termination Area
- 

Advanced Warning Area

- The advanced warning area may vary from a single sign, to rotating, or flashing lights on a vehicle, to a series of signs in advance of the traffic controlled area
- This area includes the approach to the scene just before the tapering of the roadway



Advanced Warning Area

- Factors to consider are:
 - Roadway speeds: a limited access highway would need a longer flare and/or cone pattern than a residential street
 - Roadway curves: flare and/or cone patterns must be laid around an adjacent curve to warn oncoming traffic



Transition Area

- The transition area is where drivers are redirected out of their normal path. Transition areas usually involve strategic use of cones or flares.



Activity Area

- The activity area is the section of the highway where the work activity takes place. It includes a buffer space, work space, and traffic space.

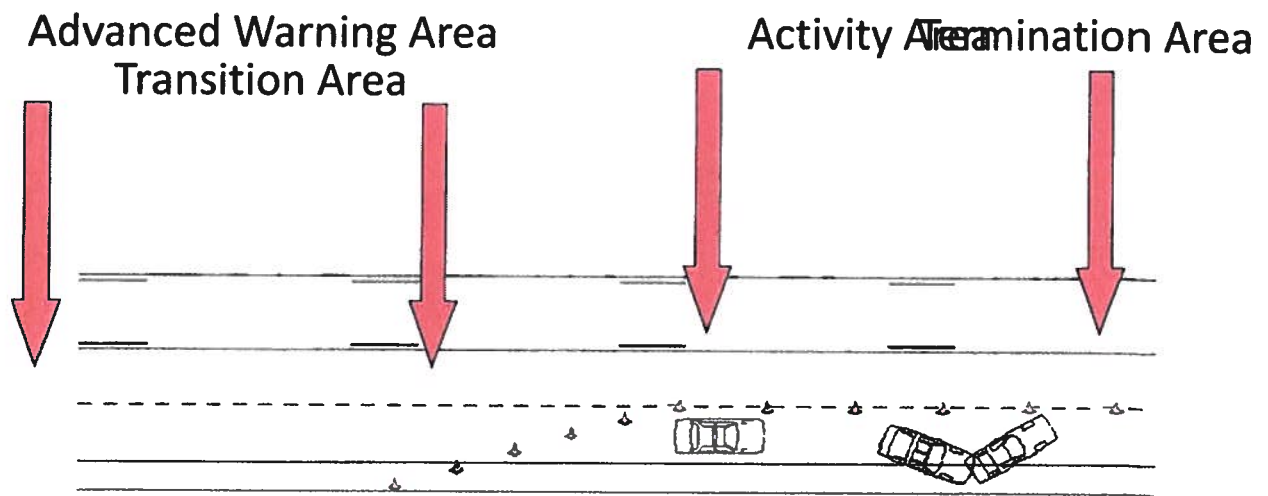


Termination Area

- Termination area is where the traffic is returned to its normal path. It shall extend past the activity area.



Traffic Control Zones



Scene Control

- Intersection vs. non-intersection
- Cone patterns
- Flare patterns
- Safety on controlling an intersection
- Safety on controlling a curved roadway

Intersection vs. Non-Intersection

● Intersection

- ☞ Alternating flow of traffic
- ☞ Mainly done by hand signals
- ☞ Motorists likely confused
- ☞ Unexpected events
- ☞ Most dangerous

● Non-Intersection

- ☞ Redirecting normal flow
- ☞ Done by signs
- ☞ More warning to motorists
- ☞ Usually one direction

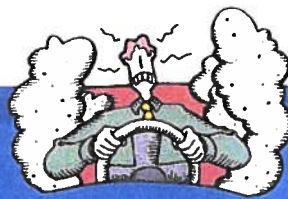
Controlling the Intersection

- Do not direct against signals' orientation
- Ensure traffic is stopped or controlled before entering the intersection.
- Set signals on flashing red
- Relief / Watch each other
- Stop all traffic before exiting intersection
- All traffic must be stopped before signals are reset
- Monitor for a period of time before leaving



Other Control Tips

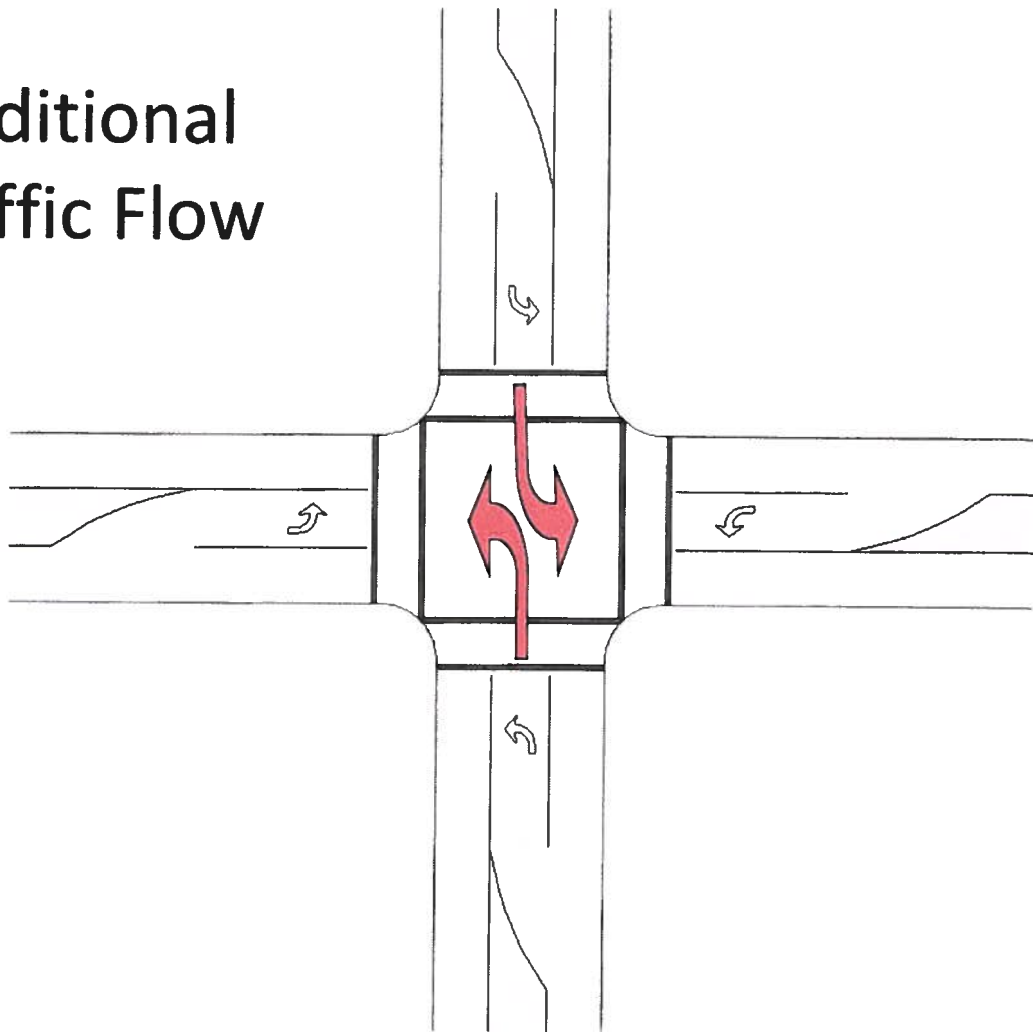
- Strong command presence
- Visibility crucial
- Signals flash vs none
- Duplicate normal traffic cycle
- Large profile vehicles
- Pedestrians
- 20-30 min. per person
- 2 person traffic control
- Do not argue with “misguided” motorists



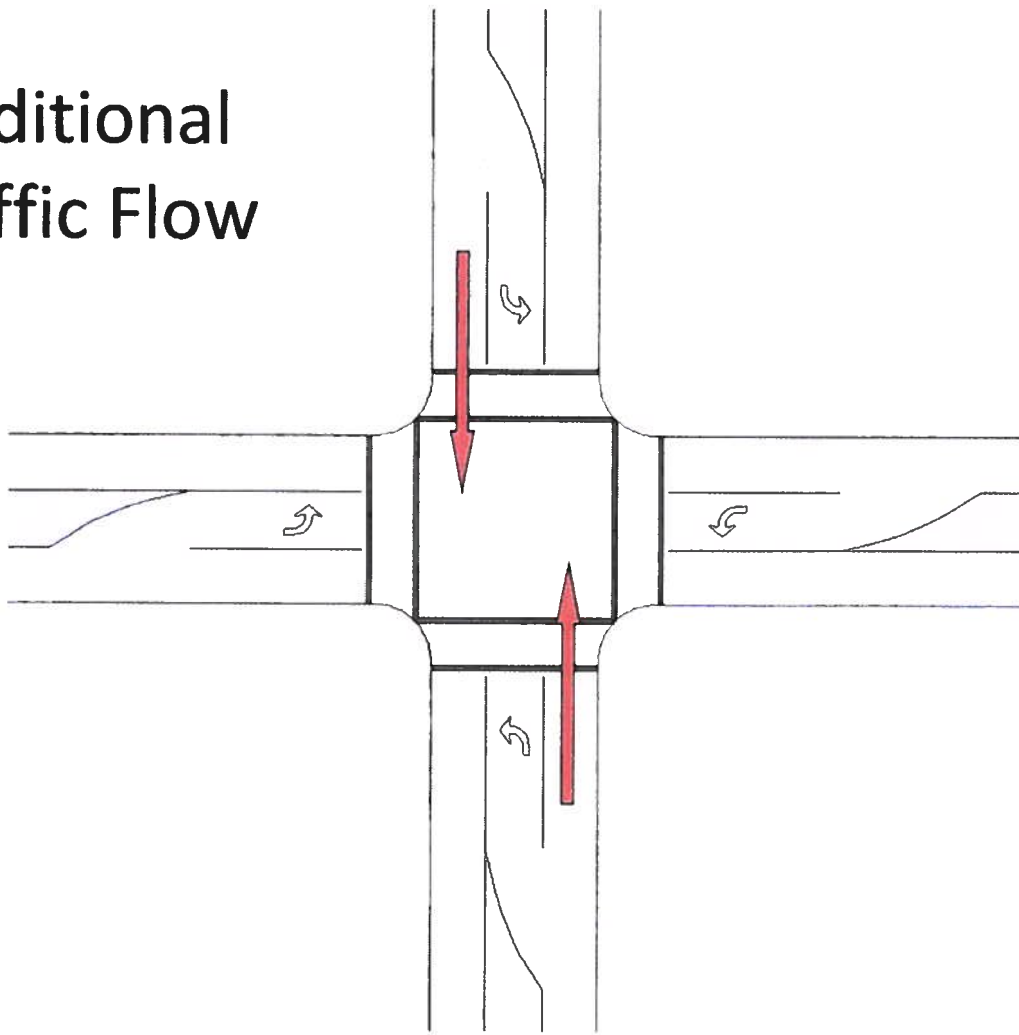
When controlling an intersection

- Keep in mind:
 - ☞ Normal Traffic Flow
 - ☞ Your Comfort Level will increase
 - ☞ Your Safety
 - ☞ Hand Signals

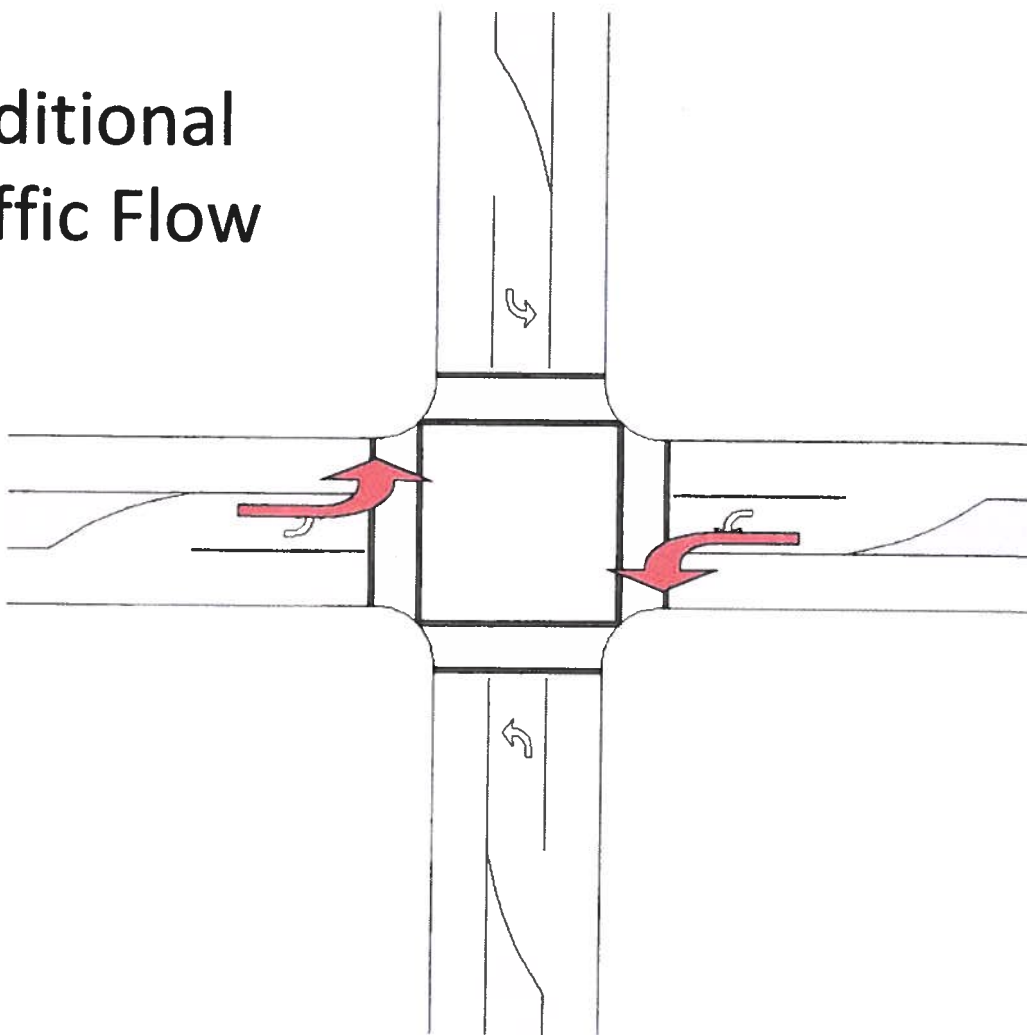
Traditional Traffic Flow



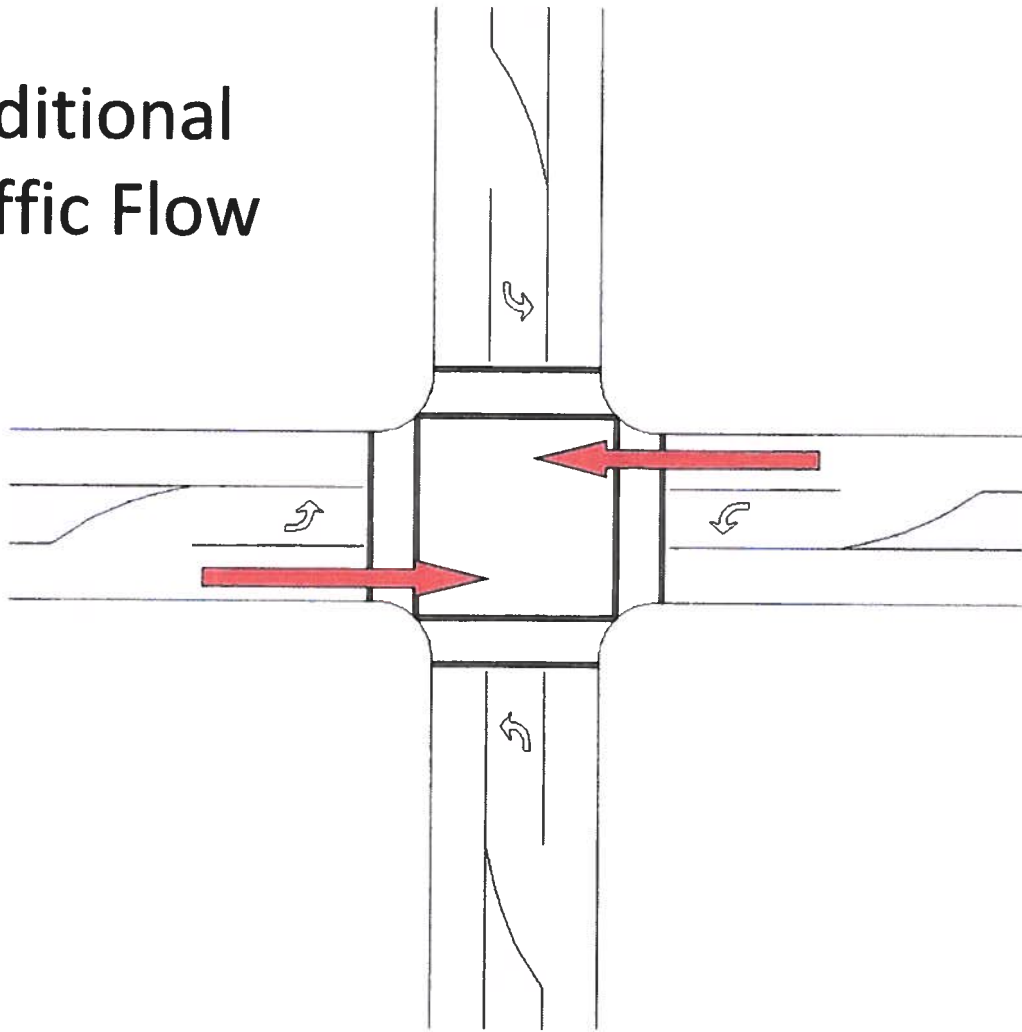
Traditional Traffic Flow



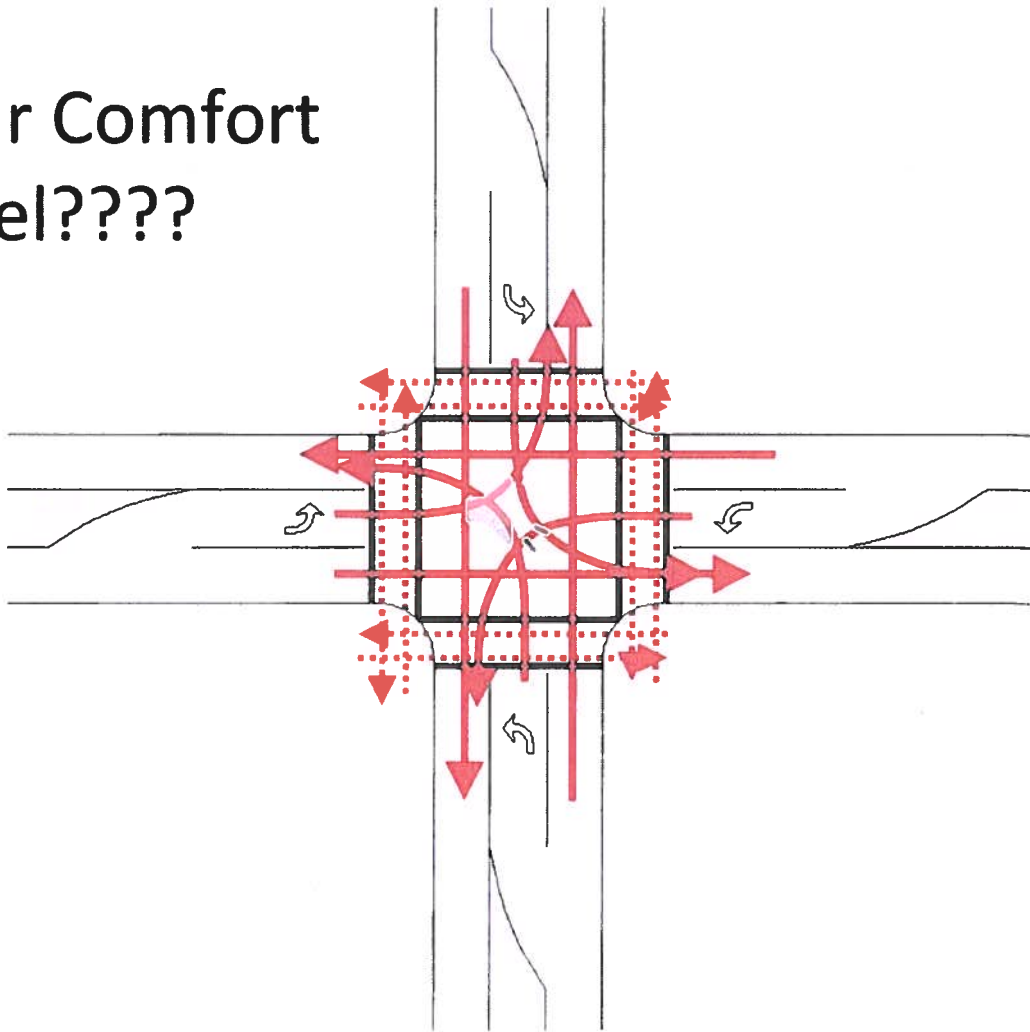
Traditional Traffic Flow



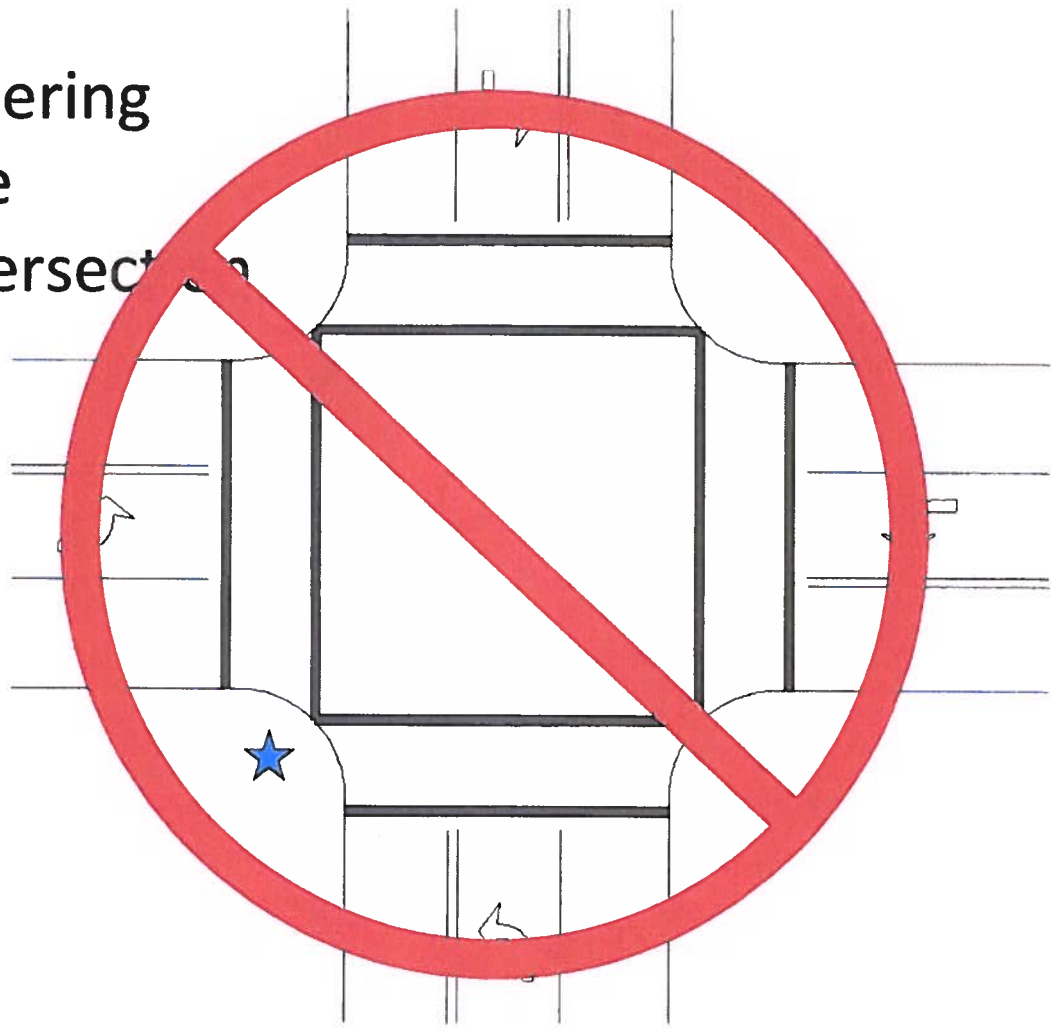
Traditional Traffic Flow



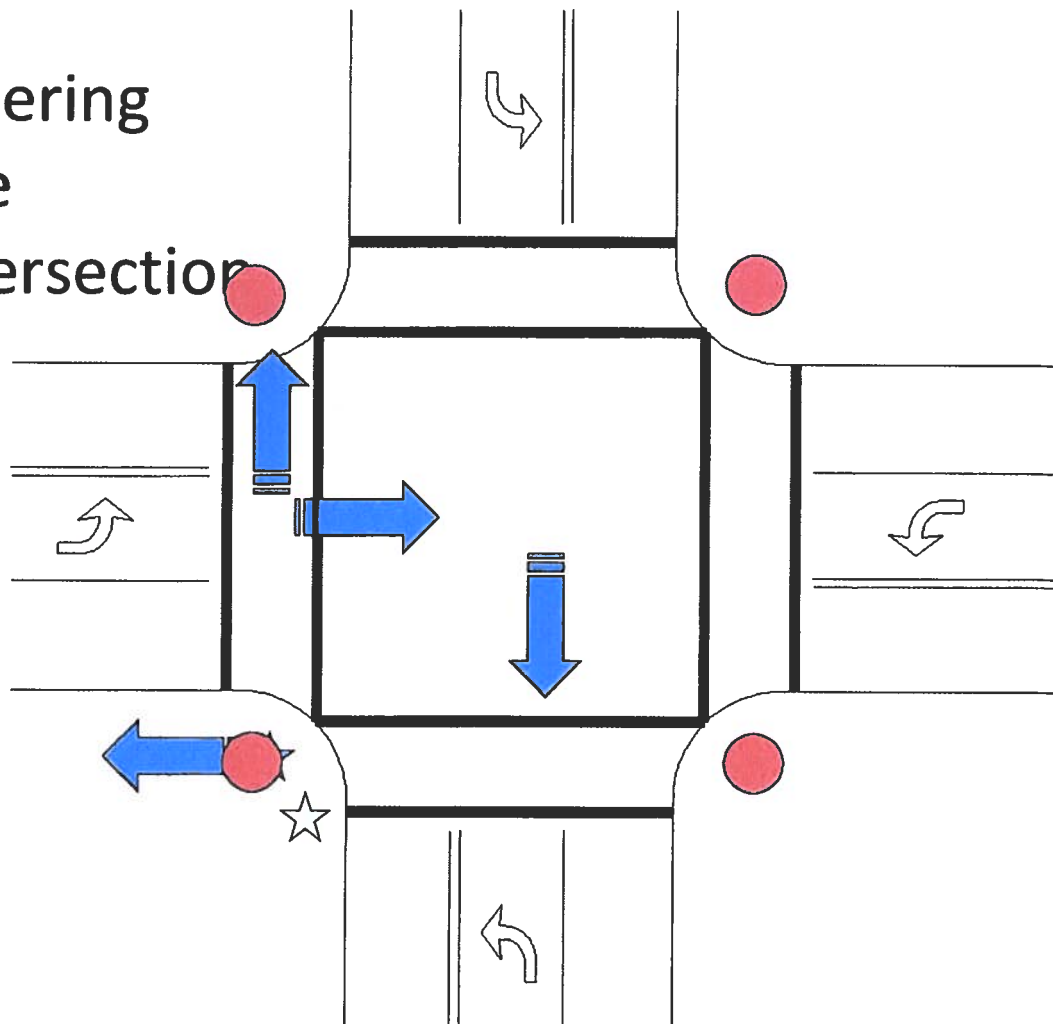
Your Comfort
Level????



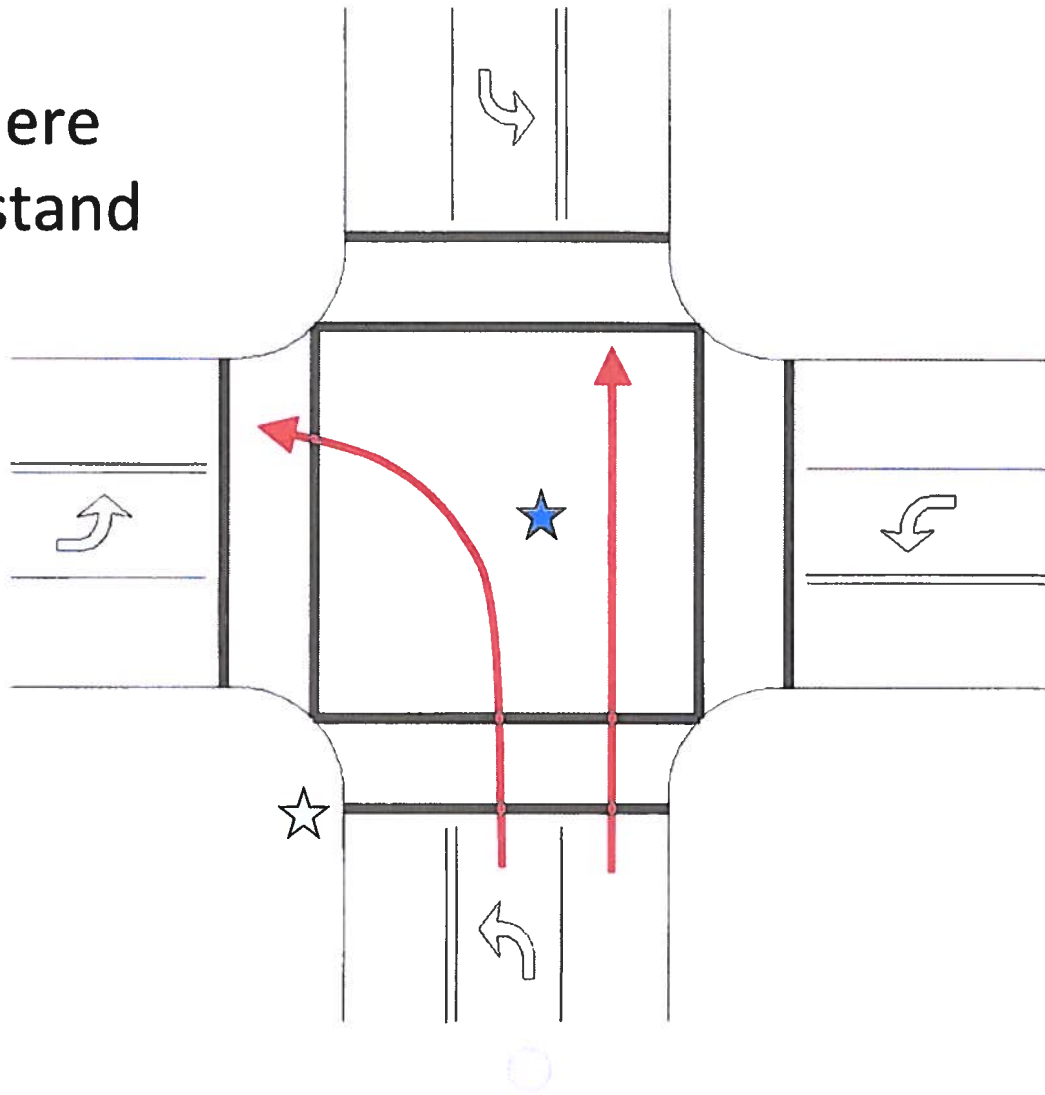
Entering
The
Intersection



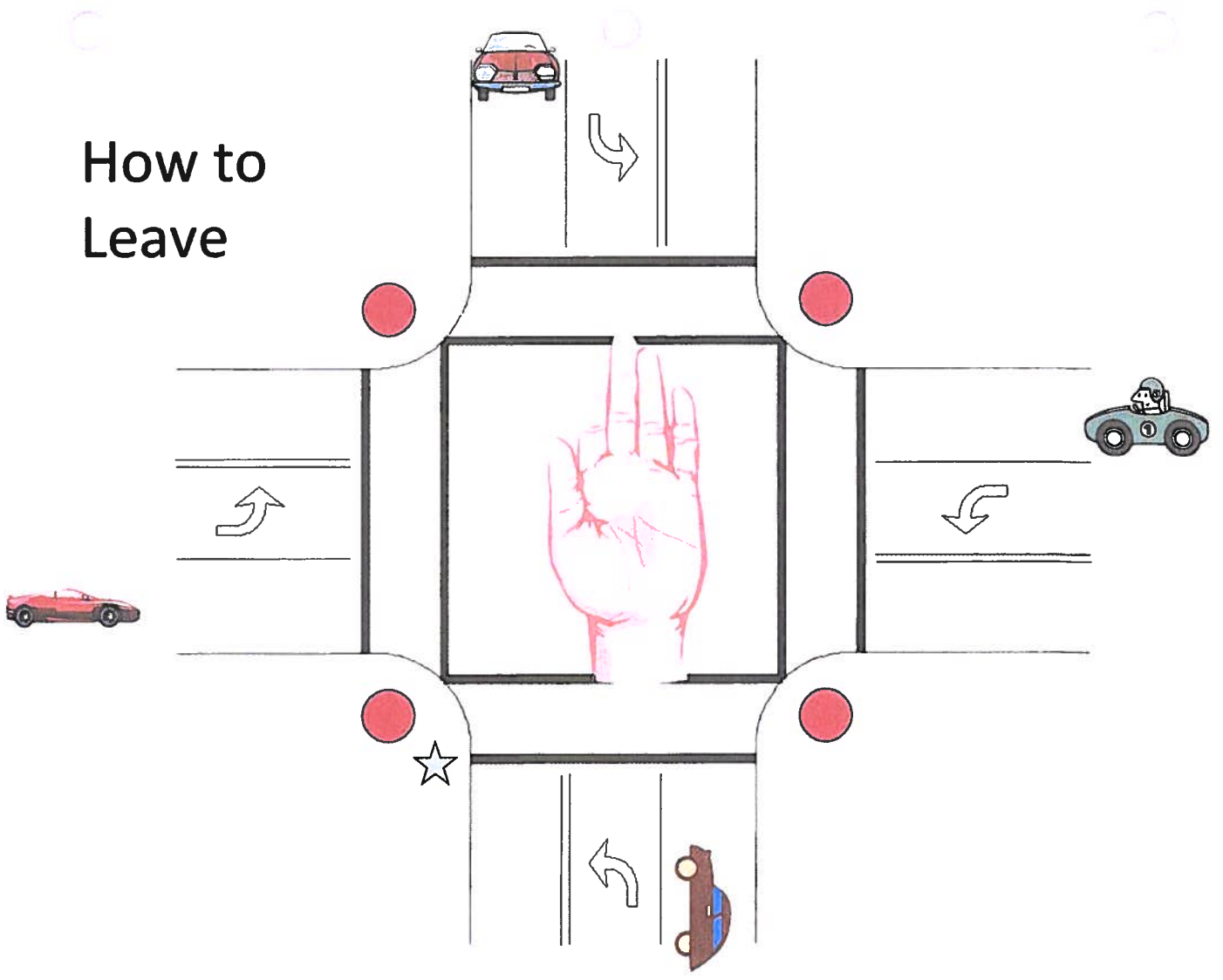
Entering
The
Intersection



Where
to stand



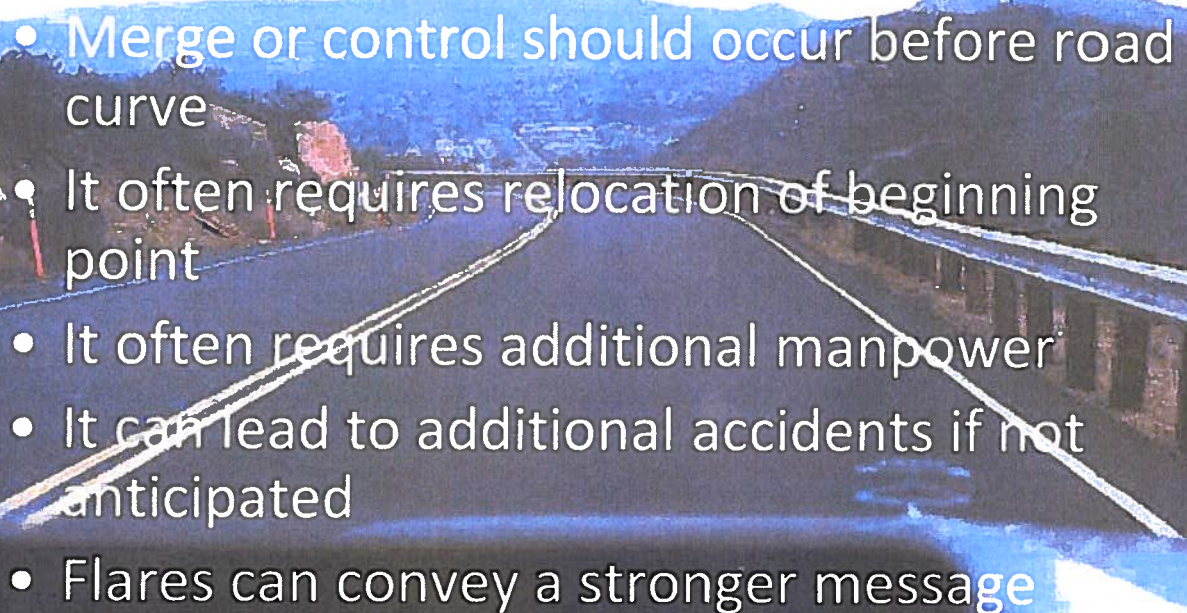
How to Leave



When Controlling Non-Intersection

- Keep in mind:
 - Curved Roadways
 - Line of Sight problems
 - Flow of Traffic

Sight Obstructions / Curves

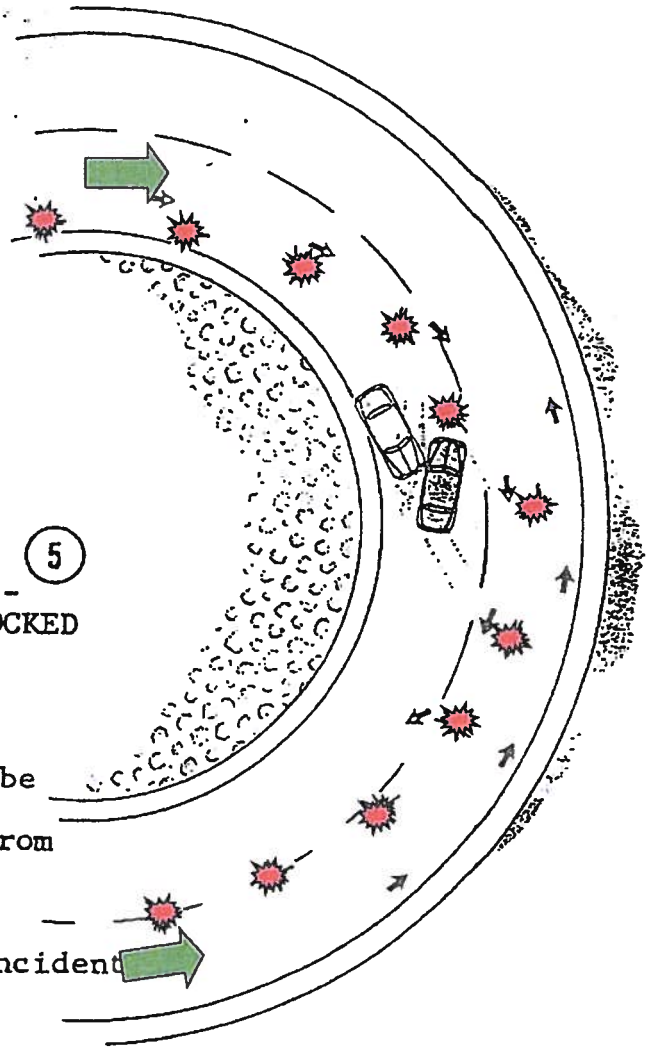
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- Merge or control should occur before road curve
 - It often requires relocation of beginning point
 - It often requires additional manpower
 - It can lead to additional accidents if not anticipated
 - Flares can convey a stronger message

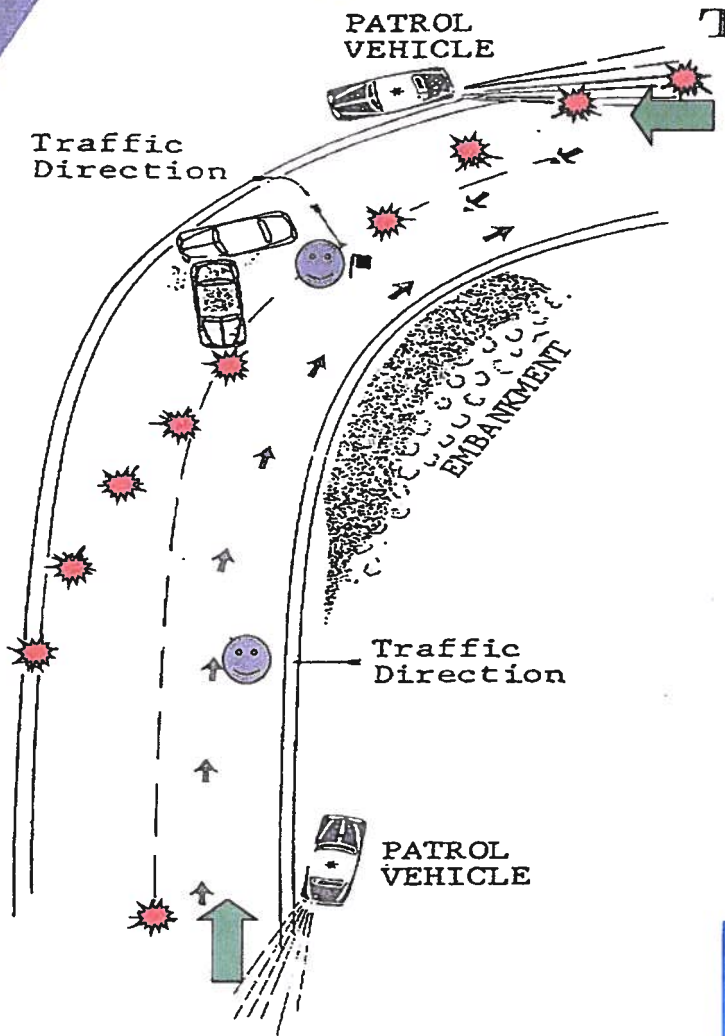
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BLIND CURVE -
ONE-LANE BLOCKED

Flares placed in both directions,
distance determined by the ability
to see. They should be placed to be
seen before entering the curve and
gradually diverting traffic away from
and around the blocked area.

Primary Necessity:

Adequate warning prior to seeing incident

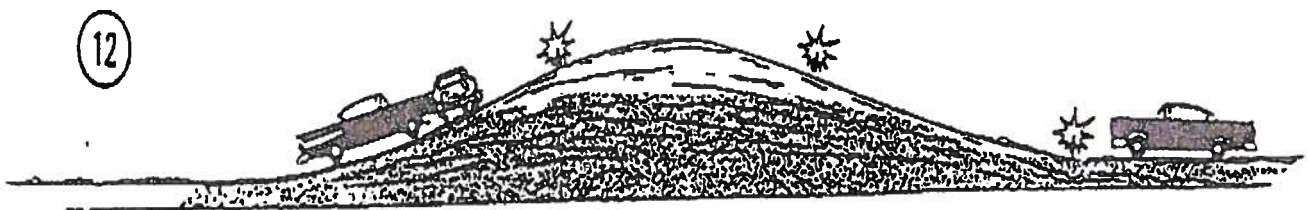






Limited Visibility Crest

OVER HILLCREST:

First flare must be back over hill so approaching traffic can see it before reaching crest of hill.



Let's Talk SAFETY!

- Types of hazards to be aware of
 - Best practices
 - Night related hazards
 - Hazardous materials
- 
- 

Be Careful!


- *Limited visibility situations*
- *High speed roads*
- *Poor weather conditions*
- *CO poisoning*
- *Overall personal health*



Night Related Concerns

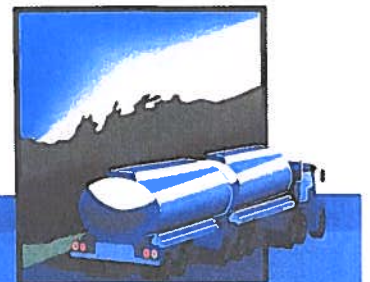
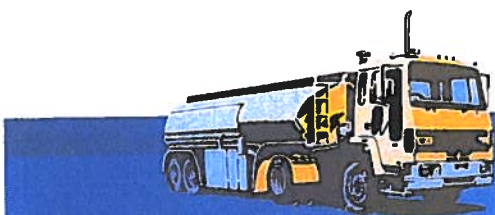
- Use reflective vest (CalOSHA) & illumination.
- Use techniques to illuminate yourself, but not w/a flare!
- Make good use of flashlight or direct traffic from an illuminated section.
- Do not shine lights on motorists' faces; point to the part of the roadway ahead of the oncoming vehicle.
- D.U.I.s:

There is a higher number of them on the road at night.

- D.U.I. drivers are known to focus on red/blue/yellow lights.
 - They are more likely to drive through your scene.
 - Always expect the unexpected; **IT WILL COME AT YOU D.U.I. OR NOT!!**
- 

Hazardous Materials Involved

- Leakage (liquid or gas) / fires
- Check for placards (diamond shape)
- Call in the placard number / colors
- Breathing hazards and wind direction
- Expanded closure areas



Example of hazardous cargo placard



Hazardous Materials

- Class 3 – Flammable liquid
- Symbol – flammable
- 1203 – Gasoline / Petrol



Tools of the Trade

- ✓ Flares / E-Flares
- ✓ Cones
- ✓ Barricades
- ✓ Paddle signs (30x30)
- ✓ Patrol vehicles
- ✓ Hand/arm signals
 - ☺ flashlight + wand
 - ☺ whistle / gloves /vest/radio



Cones and / or Flares

- Considerations

- ☞ Day or night (visibility)
- ☞ Seriousness of traffic hazard
- ☞ Length of pattern required
- ☞ Heavy wind and / or rain conditions
- ☞ Run over problems; resetting, redeploying
- ☞ Special scene hazards (fluids)
- ☞ Can be used in combination



Flare Components



Cap

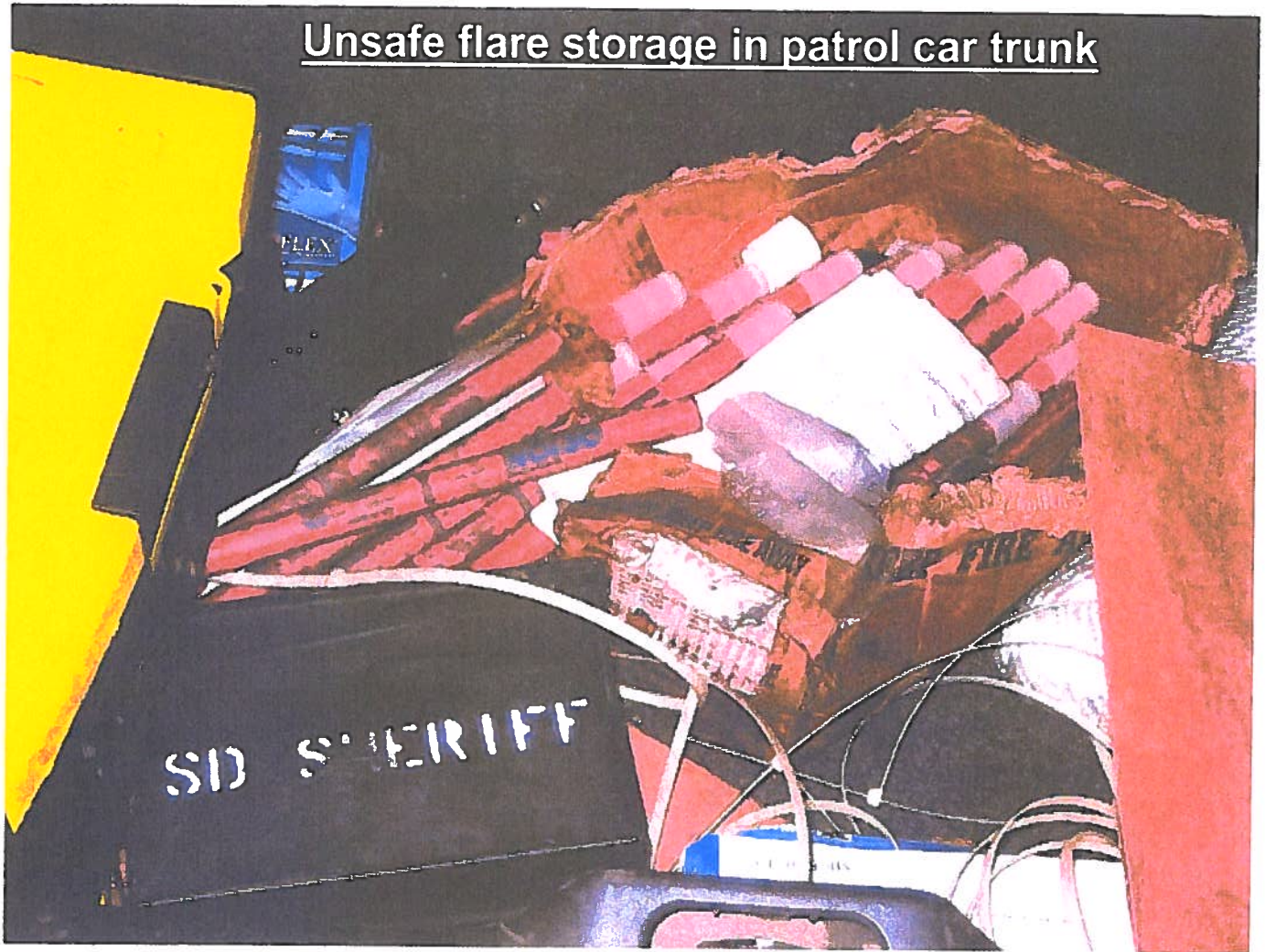


Striker
(with anti-roll tab)



Flare

Unsafe flare storage in patrol car trunk



Flare Safety Awareness

- Spilled flammable fluids at accidents
- Brush fire potential
 - weather conditions
 - high winds
- Skin / clothing burns
- Do not use as a wand.
 - “molten lava” drip



Flare Tips

- Storing flares and transporting in cars
- Lighting techniques
- Deploying methods
- Stacking flares
- The smoke could be an inhalation hazard
- Extinguishing flares
- Flare recovery
- Flare disposal



Traffic Cones

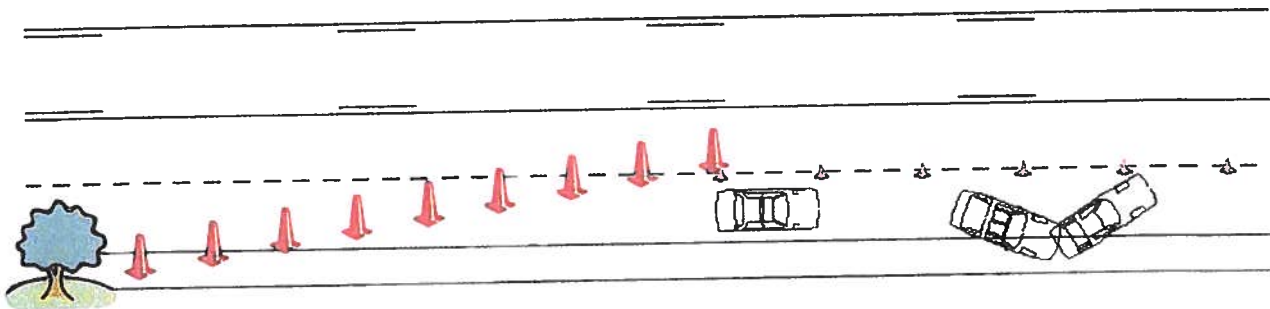
- At least six in patrol vehicle
- 18" for daytime / low speed use (<40)
- (28" with reflective tape for darkness / high speed roads / >45)
- Careful with worn out – non orange cones



Lane Closure

- **Proper vehicle placement**
- **Usage / non usage of overhead light**
- **Placement of cones**
 - ☛ **Generally 10-15 ft apart**
 - ☛ **Gentle taper allows time to maneuver / minimum of 50' per lane**
 - ☛ **Taper depends on roadway speeds**
 - ☛ **Keep self & vehicle inside of taper**

Deploying Cones

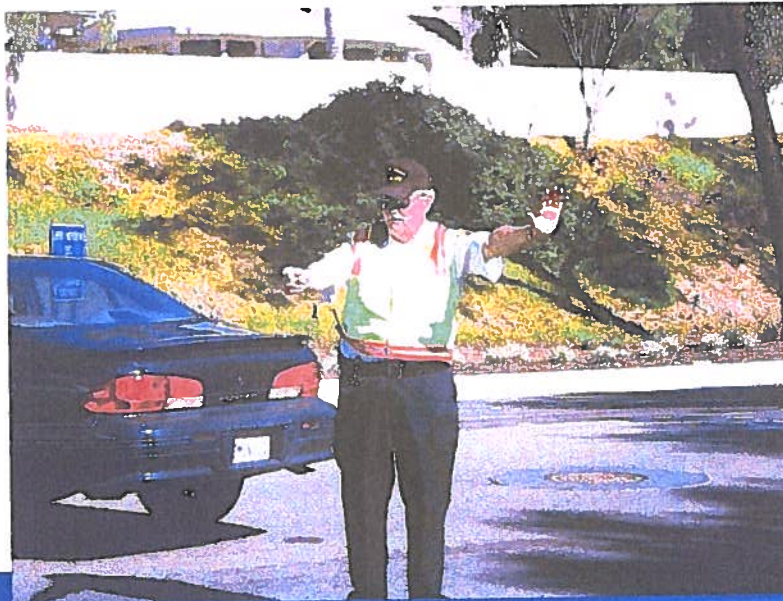






Hand Signals

- Use clear and distinct signals
- Use exaggerated / standard movements
- Point to get attention



Paddle Sign & Vest



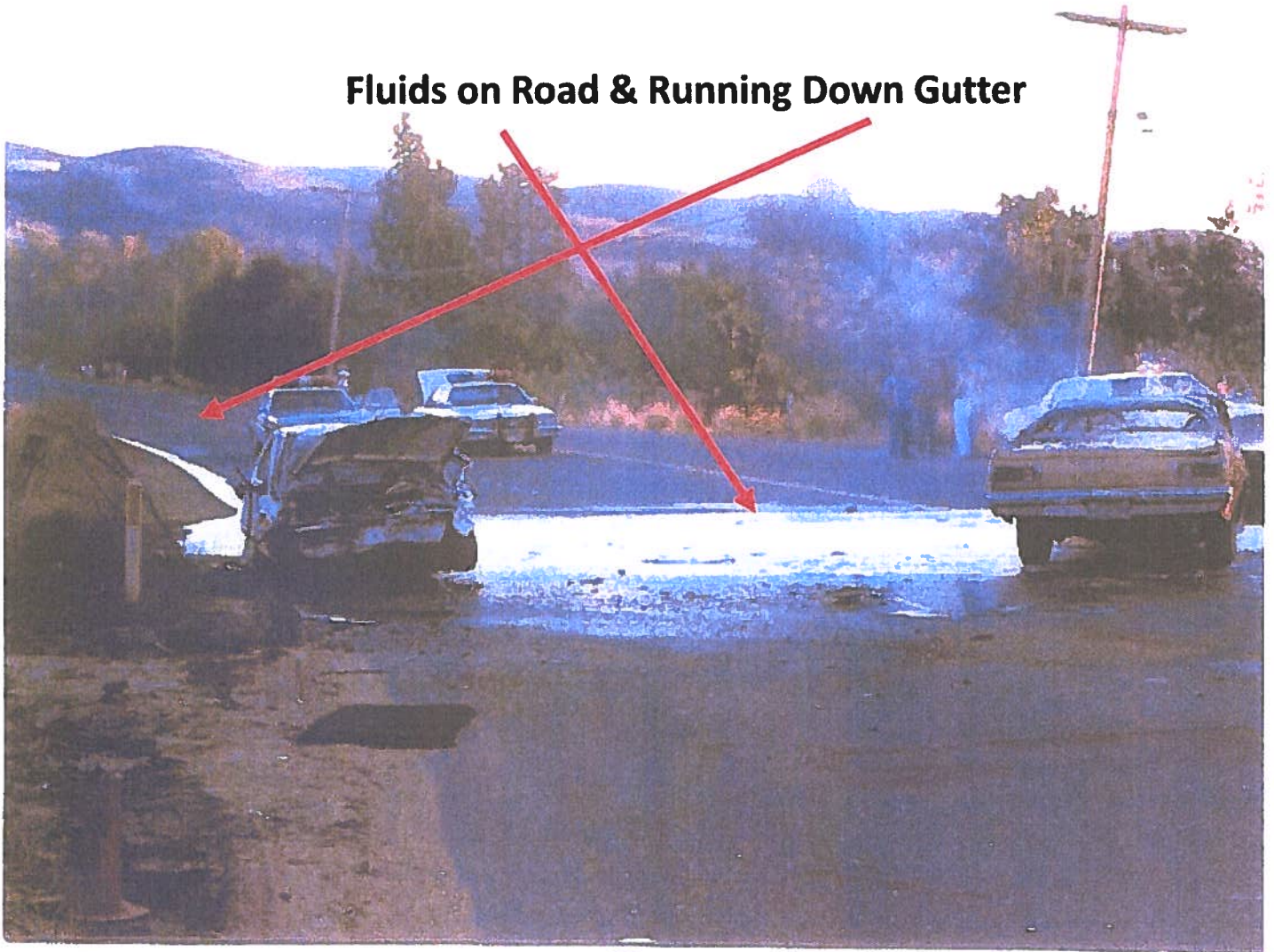


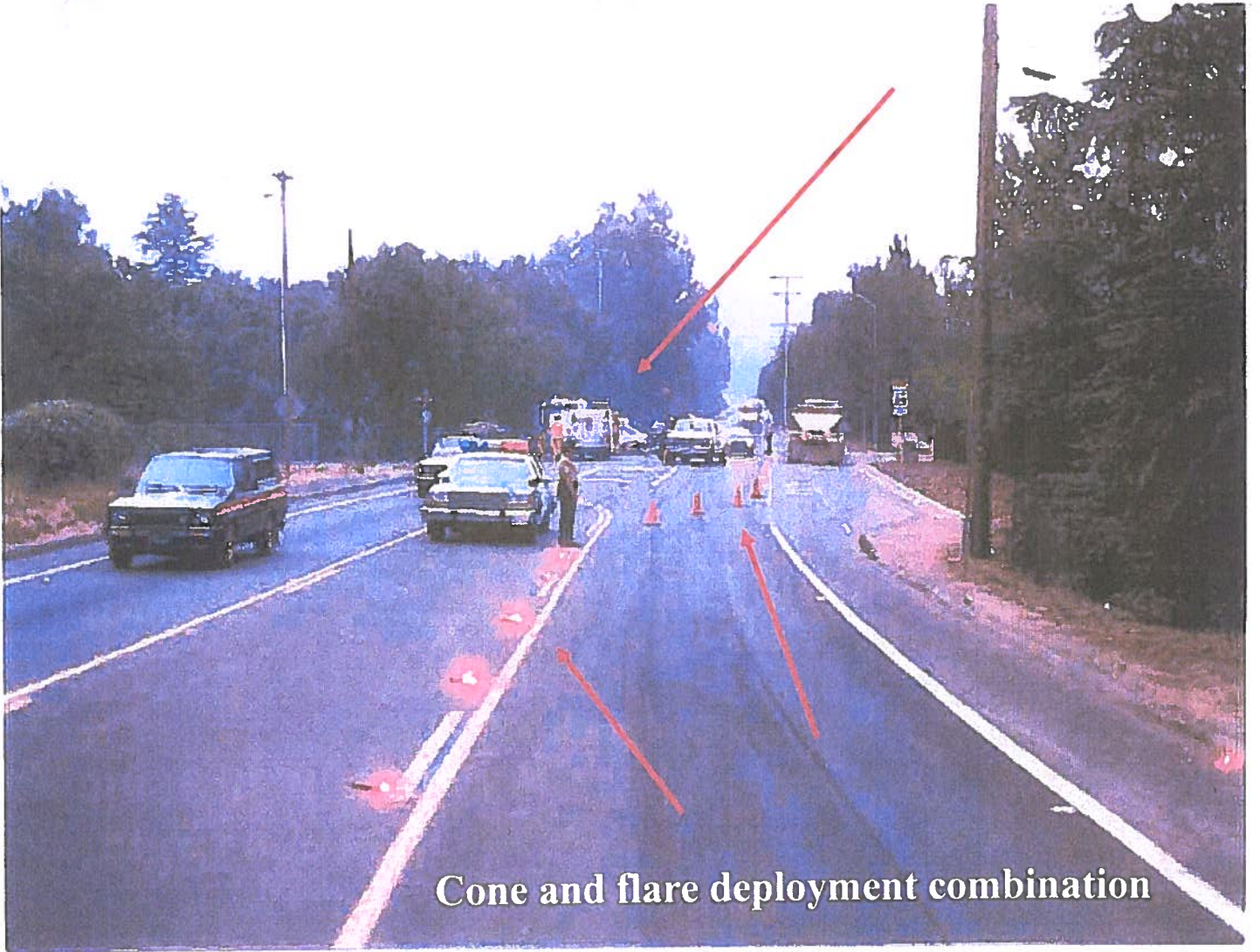
What is a first responder's #1 priority upon arriving at a collision scene?

S a f e t y !



Fluids on Road & Running Down Gutter





Cone and flare deployment combination

Simple cone and vehicle deployment











What is wrong with this Picture?

- Lights are out
- Directing traffic behind vehicle
- Trunk blocking overhead lights
- More cones in trunk



“OK... that’s it... let’s go... 10-8!”

- One person must always watch for traffic
- Always face traffic as you pick up gear
- Traffic control continues until you leave
- Patrol cars are the last to be moved; they serve as shields and high visibility
- Generally, SVP should not be left alone at traffic control scenes; there are exceptions...
- Ask a deputy for assistance. Do not let them leave you in harm’s way!!!

Review

- Authority
- Situations
- Arrival / Departure
- Scene Control
- Traffic Control Zones
- Tools and Equipment
- Safety

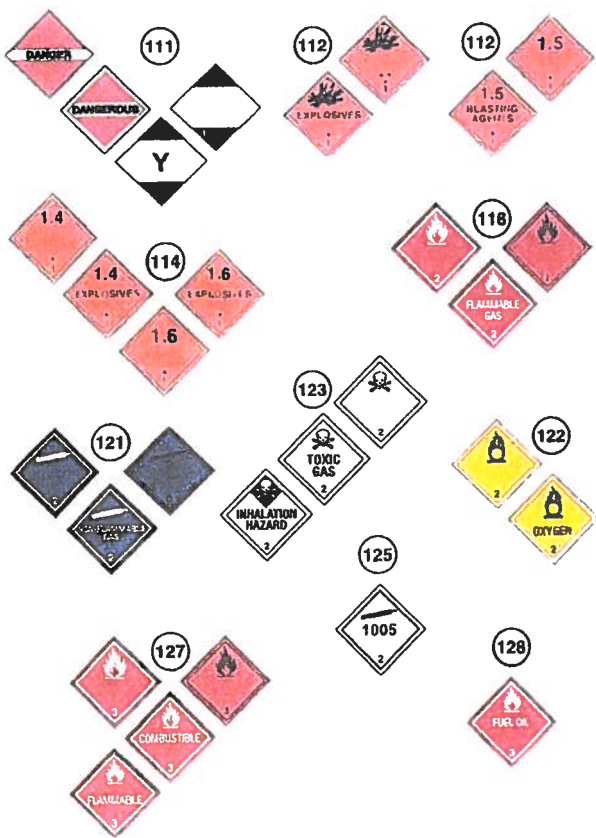


We all tend to become complacent. Complacency can become harmful. Do not cut corners. Do not delegate your own safety. Stay alert for all instances of unsafe conditions

CONSTANTLY!



TABLE OF PLACARDS AND INITIAL
 USE THIS TABLE ONLY IF MATERIALS CANNOT BE SPECIFICALLY IDENTIFIED BY



RESPONSE GUIDE TO USE ON-SCENE
 USING THE SHIPPING DOCUMENT, NUMBERED PLACARD, OR ORANGE PANEL NUMBER

