

Manual Traffic Control for CERT Operations

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Purpose

- Expedite traffic flow
- Eliminate traffic conflicts
- Assist other emergency service providers
- Reduce risk of injury or property damage by performing this task properly and professionally

Objectives

- Able to identify instances where the trained CERT member might be of assistance to Emergency Services Workers
- Equipment used in Manual Traffic Control
- Basic principles of Manual Traffic Control

Massive Big Disclaimer

This is not a certified Flagger Course

Manual Traffic Control

Introduction

- Primary function of traffic control procedures is to move vehicles and pedestrians safely and expeditiously through or around incident sites while protecting on-site personnel and equipment.

Introduction cont'd

Personnel who manually control traffic are responsible for human safety and make the greatest number of public contacts of anyone at an incident scene.

Planned Traffic Control

- Sports events
- Fairs
- Concerts
- Races
- Parades
- Dignitaries

Un-Planned Traffic Control

- Motor Vehicle Accident
 - (Most Frequent)
- Fire Scenes
- Haz-mat incident
- Crime Scene
- Disaster
- Unusual Occurrence
- Assisting other emergency vehicles

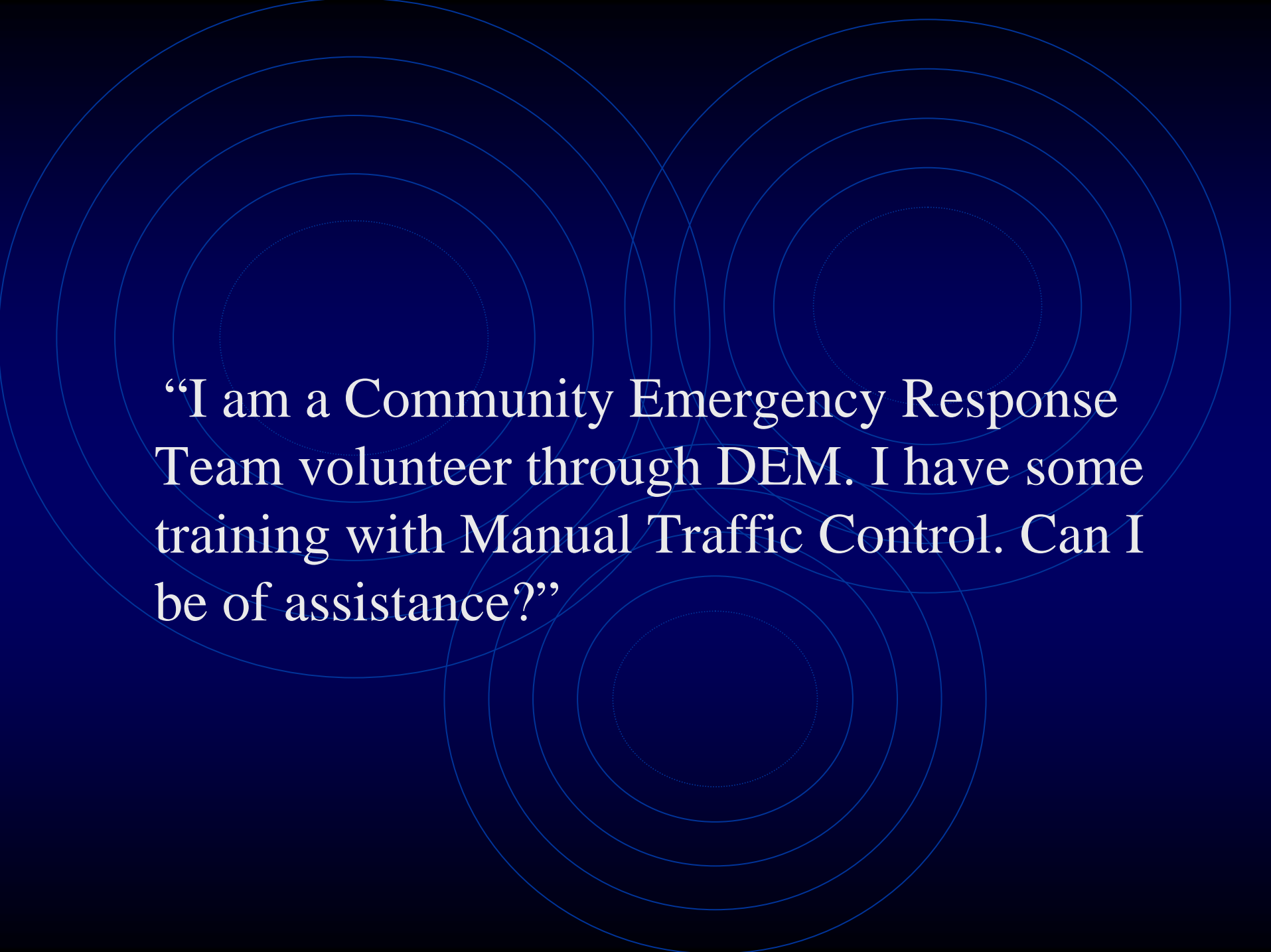
Problem Recognition

- Is there a problem?
- Can you assist in resolving?
- What position will be most effective?
 - Visibility
 - Safety
- Do you need to put out channeling devices?
 - Cones / Flares

another disclaimer.....

When you have determined that there is a problem, and you might be able to help, you will offer you services to the on scene emergency service worker.....

.....and they will turn down your offer of assistance

The background of the slide features a dark blue field with several sets of concentric, light blue circles. These circles are arranged in a pattern that overlaps, creating a sense of depth and focus. The text is centered within this pattern.

“I am a Community Emergency Response Team volunteer through DEM. I have some training with Manual Traffic Control. Can I be of assistance?”

Rule One

- Never enter a roadway to control traffic flow if other means are available, i.e., flashing traffic light, remote or manual control box switch

Rule Two

If the traffic volume is moving sufficiently on its own, don't mess with it.

Traffic Control General

Principles #1.0.0

- Unexpected / Unusual Situation
 - Because drivers do not expect to be directed by hand, their actions are unpredictable.
 - Make an assessment of the total situation and visualize how you are going to intervene.

Equipment

- Reflective vest, gloves, hard hat
- Good quality rain gear
- Whistle
- Flashlight with light wand
- Cones/Reflectors
- Flares

Highway Flares (Fuses)

- Careful not to get sparks on clothes when lighting and handling
- Method for extending life of flare pattern
- Spacing can be determined by speed limit = distance between, I.e., 55 MPH = 55 feet, 30 MPH = 30 feet between

Flares

- Make the channeling shift gradually
- Drivers should see a series of flares which visually (queue) them to shift lanes - eyes play “connect the dots”
- Remember, a longer taper is better than too short.
 - If traffic is having to brake severely, lengthen the taper.

Hazards of Flares

- Lots of smoke
- Possible burns
- Brush fires / Forest fires
- Flammable materials at accidents / incidents
- Haz-mat incidents
- Toxic fumes (tunnels)

Manual Traffic Control

- When flagging traffic one should:
 - Be mentally alert.
 - Be courteous but firm.
 - Exhibit command presence.
 - Erect stance
 - Feet apart
 - Weight evenly distributed
- **Rules Three**
 - Always leave a way out

Traffic Control General

Principles #2.0.0

- Concept of Uninterrupted Flow
 - “4 way stop” intersections move awfully slow
 - Creates the effect of “no forward motion”
 - Move blocks or groups of traffic
 - Smooth movement
 - Gaps in traffic are not opportunities to get *that one car* through
 - Pedestrians stop the flow of traffic

Manual Traffic Control

- Know alternate routes and to where you are sending vehicles from where you are now located.

Manual Traffic Control

- Co-ordinate your control with adjacent posts, if necessary.
 - If more than one person is required to handle an intersection, then one should be designated as the lead or “key” and everyone else coordinates.

- Must be clearly visible to approaching traffic for a distance sufficient to permit proper response by motorist to flagging instructions.
 - Consider maintaining color contrast between the incident site and self.

Proper Position

- Far enough in advance of scene that traffic will have sufficient distance to reduce speed.
- Stand on road shoulder adjacent to traffic lane or in barricaded lane.
- Under no circumstances should one stand in the lane being used by moving traffic.
- Should be clearly visible to approaching traffic at all times.
- At night, one should be adequately illuminated.

- Use of channelizing devices (cones/flares)
 - Function is to warn and alert drivers of hazards
 - Protect personnel working at incident scene
 - Direct drivers and pedestrians safely past hazard

- Used to provide smooth and gradual transition in moving traffic from one lane to another or into a detour.
- In general, better traffic operation will result when traffic is channelled sooner than by not having a long enough “taper” zone; e.g., if traffic is having to brake severely, lengthen the taper zone.



- Never allow traffic to block your intersection - permits passage of other emergency vehicles entering / departing / passing through.

External Factors

- Sun blinds on-coming motorists
- Headlights blind motorists
- Fog, rain, and snow / ice increase stopping distances
- Fascination phenomenon / Moth Effect distracts drivers
- Understand that drivers must recognize there is a problem before they will show
 - Perception and reaction time affect stopping distance

Traffic Directing

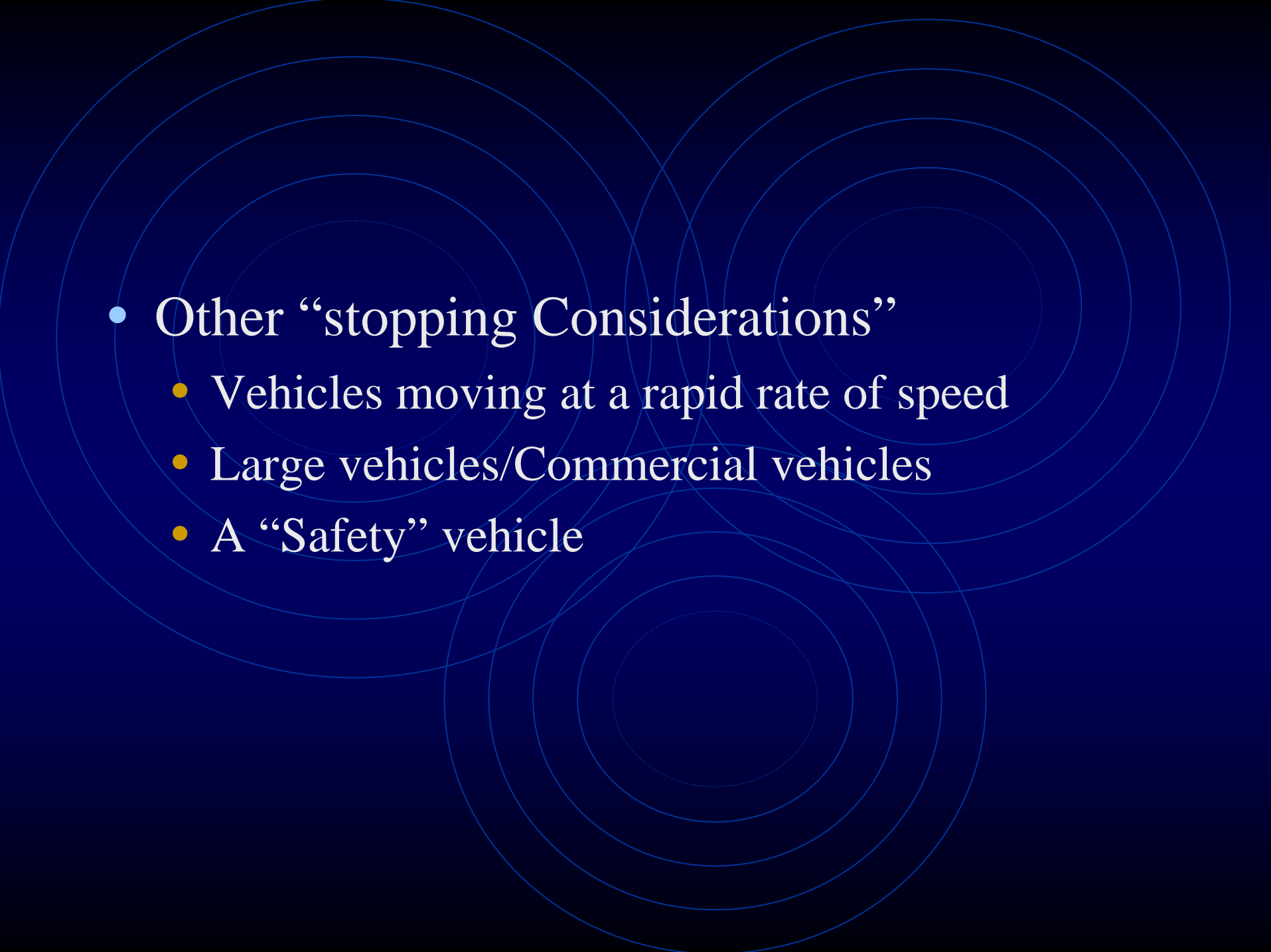
- The whistle - used in conjunction with hand signals to get driver / pedestrian attention.
 - *ONE LONG* blast with stop hand signal
 - *TWO SHORT* blasts with go hand signal
 - Several short blasts to get attention of driver or pedestrian who does not respond to signal.
 - Be judicious in the use of the whistle. For pedestrians, the blasts given don't need to be so shrill.

Hand Signals

- To Stop Driver, two motions are used:
 - Consider stopping distances, point with your arm and finger and look straight at the driver.
 - Watch the driver and hold this point until the driver sees the signal, or at least until the driver has had plenty of time to do so.
 - Then raise your pointing hand (but not the whole arm) so that the palm is toward the driver.
 - Hold this position until vehicle stops

Hand Signals cont'd

- You have to stop traffic from both directions to give traffic on the cross street the right-of-way.
- Because you cannot look both ways at once, stop the traffic coming from one direction first, then the other.
- After the traffic has been halted with one hand, hold that hand in the stop position and turn to the other side and repeat the process.
- Don't lower either arm until cars coming from both directions are halted.

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- The background of the slide features a dark blue color with several sets of concentric, light blue circles. These circles are arranged in a way that they overlap and create a sense of depth and movement, resembling ripples in water or a target pattern. The circles are centered around the text area.
- Other “stopping Considerations”
 - Vehicles moving at a rapid rate of speed
 - Large vehicles/Commercial vehicles
 - A “Safety” vehicle

Hand Controls

- To start traffic, place yourself so that one side is toward the traffic to be started.
 - Point with your arm and finger toward the car wanted to start.
 - Hold this position until you get the driver's attention.
 - Then, with your palm up, swing your hand up and over your chin. Bend your arm only at the elbow.
 - After traffic has been started from one side, drop that arm and start traffic from the other side in the same manner.

Continue to use the same signals for the slow and timid drivers



Right Turn

- Signals for a right turn movement are not usually required at an intersection.
 - When it is necessary, the arm you signal with will be determined by the car's direction.
 - If the car approaches from the right, point toward the driver with your right arm.
 - If the car approaches you from the left, point with your left arm.
 - Give the driver time to see your gesture and then swing your arm to point in the direction the vehicle is to proceed.
 - Keep pointing in that direction until the driver turns.

Right Turn

- If the car approaches from the right
 - Turn around so to face in the direction the car is to go.
 - Halt traffic with your right arm and give the turning gesture with your left arm.

One Lane In Each Direction

- On a street with only one available lane in each direction.
 - One driver, wishing to make a left turn, can delay many cars behind him unless you handle their movement properly.
 - While the driver is waiting, signal the driver to move into the intersection so that the cars behind the driver can continue straight through or make right turns.

- Point a finger at the driver, motion the driver to move forward, and finally point to the place on the pavement where it is desired for the driver to stop.
- As soon as the vehicle begins to move signal the cars behind it to move straight through or turn right.
- Permit the left turn where there is a natural break in the opposing traffic and signal for the left turn.

Flashlight At Night

- Without a “light-cone” attachment, a flashlight is nearly ineffective.
- To stop traffic, slowly swing the light back and forth in pendulum fashion or up and down vertically.

- To start traffic, thumb the switch to ON position as you begin arc. OFF as you complete arc.
- To make turns, thumb the switch on and off as above to give drivers the visual signal to proceed.

Flashlight at Night cont'd

- If your car can be positioned out of the intersection or off the roadway so that the headlights illuminate you, consider using them.
- *DO NOT* stand in the traffic lane in front of approaching traffic.

Voice

- Not Effective for vehicle traffic
 - Not easy to give instructions
 - Less easily understood
 - Subject to misinterpretation
 - Shouting antagonizes everyone and makes you lose self control / effectiveness

Voice cont'd

- For Pedestrians
 - Make eye contact with them and then talk loud enough to be heard but don't be abrasive.
 - Talk to them politely, i.e., “Ok, go ahead” or “Your turn; go ahead”

Voice cont'd

- For Vehicles

- When drivers won't respond or don't seem to understand move cautiously closer and politely and briefly explain your command.
- Avoid conversations with individual motorists who want to talk to you.
- Use your most superhuman effort *NOT* to lose your temper, even when provoked.

Traffic Movement

- Motorists should be guided in a clear and positive manner while approaching and traversing an incident site.
- Flagging procedures, when used, can provide positive guidance to motorists traversing an incident scene. Flagging should only be employed when required to control traffic or when all other methods of traffic control are inadequate to warn and direct drivers.

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