

Private Protective Services

Title:	Traffic Direction and Control
Lesson Purpose:	To provide the student with the basic techniques of controlling the movement of vehicular traffic.
Training Objectives:	<p>At the end of this block of instruction, the student will be able to achieve the following objectives in accordance with the information received during the instructional period:</p> <ol style="list-style-type: none">1. Identify situations that require traffic direction and necessary equipment to perform the task.2. Demonstrate proper hand signals and gestures when controlling the flow of vehicular traffic.3. Demonstrate effective traffic control procedures utilizing the following signaling aids:<ol style="list-style-type: none">a. Whistleb. Voicec. Illuminated batond. Signal flare4. List various factors that can complicate traffic direction at an accident or fire scene.
Hours:	Optional
Instructional Method:	Lecture/Demonstration
Materials Needed:	Lesson Outline; Pen/Pencil
References:	<p>Adams, Thomas F. <u>Police Field Operations</u>. Upper Saddle River, NJ: Prentice-Hall, 2001.</p> <p>Fisher, Jennifer. “Techniques of Traffic Enforcement,” <u>Basic Law Enforcement Training Manual</u>. Salemburg, NC: North Carolina Justice Academy, 2016.</p> <p>Holloman, W. Stacy. “Techniques of Traffic Enforcement,” <u>Basic Law Enforcement Training Manual</u>. Salemburg, NC: North Carolina Justice Academy, 2000.</p>

Private Protective Services

Miller, Mark. Police Patrol Operations. Placerville, CA: Copperhouse Publishing Company, 1995.

Schultz, Donald O. and Hunt, Derald D. Traffic Investigation and Enforcement. Placerville, CA: Custom Publishing Company, 1990.

Prepared by: William E. Lanning
Department Chair, Criminal Justice Department
Guilford Technical Community College

Date Prepared: August 1999

Revised by: Preston Howell, Jr.
Instructor/Coordinator
North Carolina Justice Academy

Date Revised: March 2002

Revised by: Ray Bullard
Training Officer
Private Protective Services Board

Date Revised: August 2019

Private Protective Services

Title: Traffic Direction and Control

I. Introduction

Note: Show slide, “Traffic Direction and Control”

A. Opening Statement

NOTE: Show slide, “Traffic Direction and Control”

Traffic direction and control are important job skills for the professional security guard. An effective security guard must be able to keep the flow of traffic regulated. The guard must, in times of heavy traffic volume, be able to assist in the rapid relocation of a large number of vehicles in a safe manner. The security guard must have concern for the operation of the client’s business as well as be mindful of the liability and laws governing adjacent, connecting or intersecting public vehicular areas.

B. Objectives

NOTE: Show slide, “Training Objectives”

C. Reasons

Officers must be able to move traffic away from problem areas using safe and smooth methods. Also, security guards must be able to assist the motoring public and common carriers to reduce the chance of accident, injury and civil liability to the client and company. Projecting confidence with effective traffic control procedures can keep the flow of traffic smooth.

II. Body

A. Traffic Control Situations and Needed Equipmentⁱ

1. Situations requiring traffic direction and control:

NOTE: Show slide, “Situations for Traffic Direction”

- a. Accidents, fires and other emergencies
- b. Congestion caused by daily activities such as shift change

Private Protective Services

- c. Heavy truck traffic areas (shipping and receiving areas)
- d. Many areas and/or municipalities have ordinances or laws governing the direction of traffic in Public Vehicular Areas (PVAs) that connect with private property. Some ordinances prohibit private individuals from directing traffic on public thoroughfares. It is required that guards or the agency check these local statutes that may limit non-law enforcement personnel from directing traffic in a public area before a traffic problem arises. This may help to reduce liability and offending other interagency relationships.

2. Equipment

NOTE: Show slide, “Equipment”

- a. “Proper safety equipment for daylight traffic control includes a highly reflective traffic vest, whistle and white or highly visible gloves. Traffic control at night should also include a flashlight with an attached traffic wand.
- b. Security guards should be prepared for all weather conditions appropriate for the season.” Include all-weather gloves, rain gear, warm headgear, and heavy outer clothing in your equipment bag/storage area.

B. Directing Trafficⁱⁱ

1. Position in roadway

- a. “The position selected to direct traffic depends upon the type of roadway and volume of traffic. The guard should consider the position that offers the greatest visibility to both vehicular and pedestrian traffic.

NOTE: Show Slide, “Center of the Intersection”

- b. Center of the intersection position
 - (1) Greatest visibility
 - (2) Most hazardous

- (3) Provides greatest control

NOTE: Show Slide, “Corner Position”

- c. Corner position
 - (1) Used primarily where there is heavy pedestrian traffic
 - (2) Affords greater guard safety and better pedestrian control”
2. Signals and gestures for directing traffic^{iiiiiv}

NOTE: Refer to Handout, “Traffic Control Hand Signals”

When entering the intersection guards should position themselves with the sides of their body parallel to the moving lanes of traffic. The back and front of the body should be facing stopped traffic. [See diagram (a) and (b)]

- a. To stop traffic - Two motions are required. Extend the arm straight out and point at the driver who is to stop. Make eye contact with the driver and when you have his attention raise your hand (not arm) so that your palm is toward the driver. Hold this position until the driver stops. After the driver has stopped repeat the same movement with the other lane of traffic with the other arm. Keep both arms in the stop position until all movement has stopped in both directions. With traffic stopped turn your sides parallel to the traffic you will be starting. [See diagram (c) and (d)]
- b. To start traffic -Two motions are required. First, point with the arm and finger directly to the driver you want to start. When eye contact is made, turn palm up and raise the hand to a position slightly past the center of your face. Bend the arm, only at the elbow. If the driver does not move immediately repeat the signal. After traffic has begun to move signal the other lane in the same manner using the other arm. Continue to use this signal to instruct drivers to proceed. [See diagram, (g) and (h)]

- c. Right turn - Signals for a right hand turn depend on the direction the vehicle is approaching from. If the vehicle approaches from the right, point to the driver with an extended right arm. As the driver makes eye contact swing your arm in the direction of the turn. If the driver approaches from the left, use the left arm. Swing the arm in the direction the driver wants to go. [See diagram (j)]
- d. Left turn - When directing a driver wishing to make a left turn, you may need to direct the vehicle to stop. Next, hold the opposing flow of traffic. If the turning vehicle is approaching from the left, the opposing traffic should be stopped with the right hand. With traffic stopped, signal the turning driver by extending the left arm and pointing. Signal the driver by indicating a path in front of you and not around you. If the driver attempts to swing around you step backwards and repeat the signal directing the vehicle in front of you.

If the vehicle approaches from the right, turn to opposing traffic and halt with right hand, again using the left arm to indicate a turning path in front of you like above. [See diagram (l), (m) and (n)]

- 3. Hand signals should be crisp, uniform, clearly defined and understandable.
- 4. Improper hand signals cause confusion, hesitation and can lead to more traffic problems.

NOTE: Instructor should demonstrate all traffic signals and let students practice same.

C. Signaling Aids

NOTE: Show slide, “Signaling Aids”

- 1. Use of the whistle^v

The whistle is an extremely useful tool when directing traffic and should be available and used to get the attention of drivers and

Private Protective Services

pedestrians anytime the guard is directing traffic. The whistle is used as follows:

- a. “One long blast with a STOP signal.
- b. Two short blasts with the GO signal.
- c. Several short blasts to get the attention of a driver or pedestrian who does not respond to a given signal.”
- d. Be sensible in the use of the whistle at all times. Remember that the whistle is used to get the attention of drivers and pedestrians. It is not for entertainment.

NOTE: Instructor should demonstrate.

2. Voice^{vi}

Your voice is rarely used in directing traffic. Oral commands are usually ineffective and confusing to drivers. Refrain from issuing directions by voice.

Occasionally a driver or pedestrian will not understand arm signals. When this happens, move reasonably close to the person and politely and briefly explain the command. In all instances, address such people properly as sir, madam, or miss/ms. Do not shout or exhibit a loss of temper.

3. Illuminated baton

- a. “The baton is useful in directing traffic at night or during bad weather when visibility is low.
- b. To **STOP** a vehicle using a baton, face the moving line of traffic, standing slightly aside from its direct path. With the baton in the right hand, hold it in front of you with the illuminated wand horizontal and pointed left. Hold the light steady to stop traffic.
- c. The **GO** signal is given in the normal manner. Turn the body parallel to the line of traffic to be moved and give the normal GO arm movement.

Private Protective Services

- d. To permit a left turn movement, after stopping opposing traffic, point the lighted end of the baton to the car which is to make the turn. Next, swing the baton in an arc toward the direction of the left turn movement. Repeat the signal as required to move the vehicle in front of the guard.”^{vii}

“The **flashlight** can be used to direct traffic in an emergency, but it is a poor substitute for a baton. To stop traffic, slowly swing the flashlight at arms- length across the path of the approaching car. The beam of the flashlight strikes the pavement as an elongated spot of moving light which should be seen by the motorist. Do not stand directly in front of the approaching car. After the motorist has stopped, give arm signals in the usual manner. Headlights from the vehicle will illuminate the signals.”^{viii}

4. Flares

- a. Flares serve as a highly visible warning of danger or hazard.
- b. “Handle flares carefully. The flare burns at 1500 degrees and can damage uniforms and burn flesh severely. Plastic lane dividers will melt if flares are placed on or near them.”^{ix}
- c. NEVER use a flare as a traffic direction device. They should be placed on a roadway and are not to be handled for any length of time.
- d. Flares do burn out. Officers must keep a visual account of flare usage and replace spent flares with fresh ones.
- e. Flammable liquid concern

“Flares should not be used when guards suspect the presence of spilled flammable or hazardous materials.”^x

D. Traffic Control at Emergencies^{xi}

1. Traffic control at an accident scene

NOTE: Show slide, “Traffic Control at Accidents”

- a. A security guard’s main concern at an accident scene is to keep vehicles from getting inside the danger area.
 - b. Accidents attract spectators. The guard must be mindful of spectators and keep them out of harm’s way.
 - c. When moving traffic away from an accident, make sure that fire hoses and apparatus are not in the traffic path (direct traffic away from hoses, apparatus, emergency vehicles, etc.).
 - d. Look for leaking fuel or other liquids from an accident.
 - e. Do not allow pedestrians, workers, or spectators to use smoking products around an accident scene.
 - f. Security guards will need to coordinate emergency service personnel access into and out of the emergency scene.
2. Traffic control at fire scenes^{xii}

NOTE: Show slide, “Traffic Control at Fires”

- a. When directing traffic at fire scenes, be concerned with keeping traffic from entering the fire area and allowing vehicles in the fire area an opportunity to exit. Keep all vehicular and pedestrian traffic beyond the established fire line.
- b. Coordinate enforcement and traffic direction and activities with the fire department officials.

III. Conclusion

A. Summary

NOTE: Show slide, “Training Objectives”

During this block of instruction, we identified specific situations that may require traffic control and discussed the equipment needed to conduct that task. We demonstrated proficient skill using the most common traffic

Private Protective Services

signals, and explored how the whistle, our voice, the illuminated baton and flares are safely used to move the flow of traffic. Finally, we discovered clear-cut impediments that can cause major problems in a traffic control situation.

B. Questions from the Class

NOTE: Show Slide, “Questions”

C. Closing Statement

You, as a professional security guard must make every effort to maintain order in your assigned duty area. Your responsibility to your client and the liability you face, places you certainly in a position of importance, and creates an environment similar to what municipal and county law enforcement guards face. Effective traffic direction and control requires knowledge of the right techniques, proper equipment and patience.

Directing traffic can provide a security guard with many problems if he or she is not properly prepared. If you are prepared, however, you can guide large volumes of motor vehicles as they safely and quickly move through your area.

Traffic Direction Hand Signals

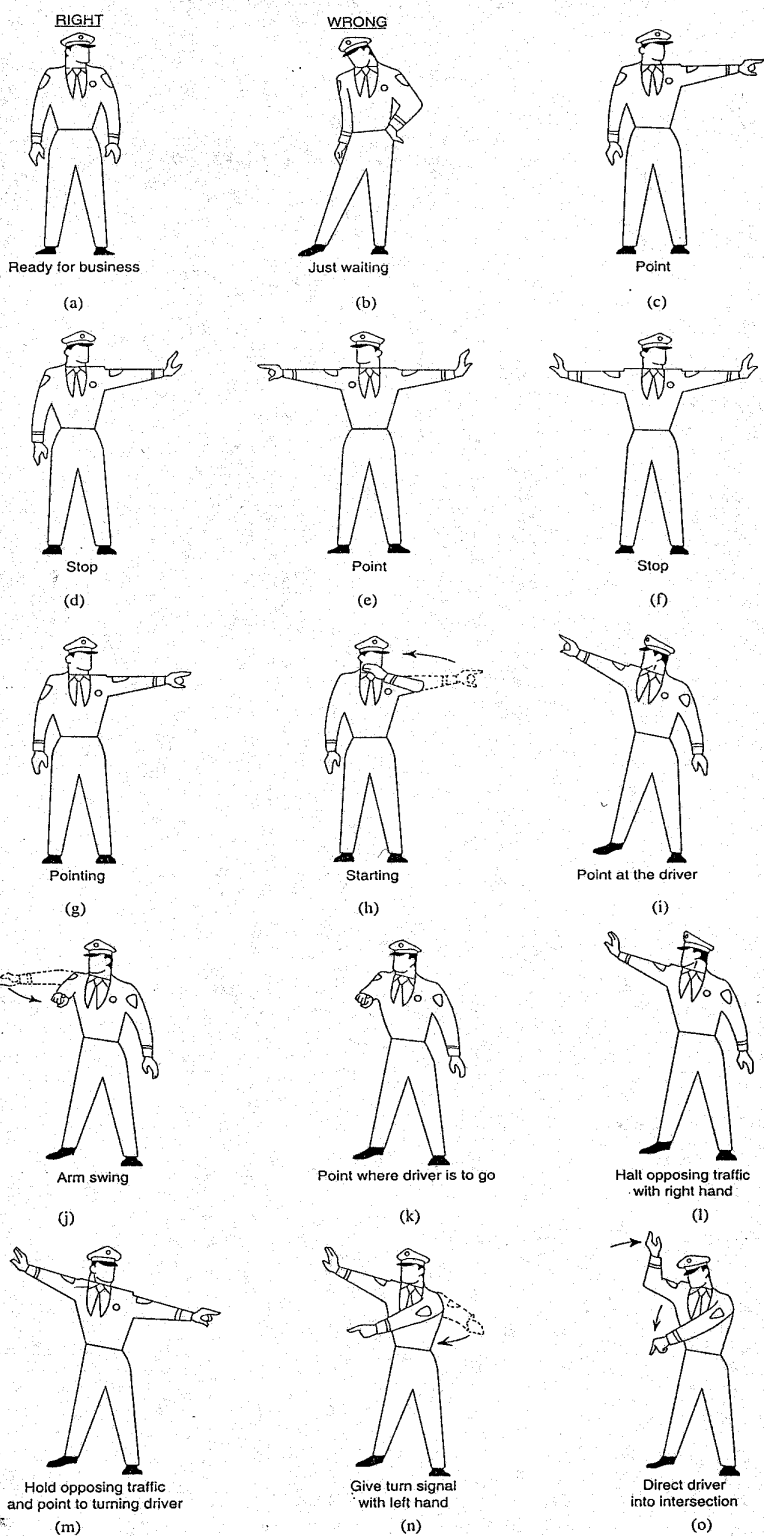


FIGURE 7-3

Source: Thomas F. Adams. Police Field Operations. (Upper Saddle River, NJ: Prentice Hall, 2001), pp. 195-196.

NOTES

- i. W. Stacy Holloman, "Techniques of Traffic Enforcement," Basic Law Enforcement Training Manual (Salemburg, NC: North Carolina Justice Academy, January 2000), pp. 67-68.
- ii. Thomas F. Adams, Police Field Operations (Upper Saddle River, NJ: Prentice-Hall, 2001), p. 193.
- iii. *Ibid.*, pp. 195-196.
- iv. Donald Schultz and Derald Hunt, Traffic Investigation and Enforcement (Placerville, CA: Custom Publishing Company, 1990), pp. 95-99.
- v. *Ibid.*, p. 100.
- vi. *Ibid.*, p. 101.
- vii. Holloman, "Techniques of Traffic Enforcement," p. 70.
- viii. Schultz and Hunt, Traffic Investigation and Enforcement, pp. 101-102.
- ix. Holloman, "Techniques of Traffic Enforcement," p. 72.
- x. *Ibid.*
- xi. *Ibid.*, pp. 197-200.
- xii. Adams, Police Field Operations, pp. 183-184.