



TIVERTON POLICE DEPARTMENT

GENERAL ORDERS

Subject: Traffic Direction and Control		General Order Number: 330.60
Section: 300- Law Enforcement Operations		Subsection: 30- Traffic
Amends/Supersedes: 7-3 (03/01/2001)		
Effective Date: 09/05/2019	Revised Date:	Review Date: As Needed
Per Order Of: Patrick W. Jones, Chief of Police		
RIPAC: 11.7, 11.8		
Distribution: Sworn Department Members, Control Center Operators, Community Service Officers		

NOTE: This written directive is for the internal governance of the Tiverton Police Department, and is not intended and should not be interpreted to establish a higher standard of care in any civil or criminal action than would otherwise be applicable under existing law.

I. PURPOSE

To establish guidelines for officers regarding traffic direction and control.

II. POLICY

It is the policy of the Tiverton Police Department to promote the safe, orderly, and expeditious flow of vehicular and pedestrian traffic by providing effective and efficient traffic-related services, such as: traffic direction and control, emergency and routine escort services, and the deployment of roadblocks.

III. TRAFFIC DIRECTION AND CONTROL

A. Officers assigned to the Uniform Division are frequently required to manually direct traffic. Proper execution of this responsibility relieves traffic congestion and reduces danger to motorists. Officers shall use traffic direction skills, including uniform hand signals, taught at the Rhode Island Municipal Police Training Academy to ensure the safe and efficient flow of traffic.

1. To avoid conflicts between high volumes of vehicular traffic and/or pedestrian traffic, officers shall:
 - a. Control turning movements of vehicles;
 - b. Expedite the free flow of opposing traffic streams;
 - c. Control pedestrian traffic, and;
 - d. Expedite the movement of emergency vehicles.
2. All personnel directing or controlling traffic in the roadway shall wear reflective clothing at all times.
 - a. Reflective clothing shall meet or exceed requirements set forth in ANSI/ISEA.
 - b. Crossing guards shall wear department-issued traffic vests.

B. Traffic control at accident scenes shall be conducted in accordance with the

Department's Traffic Accident Investigation Policy.

- C. The fire scene traffic control function shall be performed by officers assigned to the patrol division under the supervision of the Patrol Shift Officer in Charge (OIC).
 - 1. Officers will assess the hazards and take action to minimize further damage to property or life. This assessment may include the direction of traffic or evacuating the immediate area.
 - 2. Officers shall assist fire department personnel in ensuring that the scene is clear for emergency vehicles to enter, but restrict the entry of unauthorized vehicles or pedestrians.
 - 3. Officers will also restrict vehicle traffic from crossing fire hoses to reduce the opportunity for damage, which could affect the delivery of fire services.
 - 4. The OIC shall ensure that adequate personnel are on-scene to secure the area and direct traffic in the area of the fire scene.
- D. Officers and the Patrol Shift OIC shall monitor all roadways and bridges within the jurisdiction, to locate and report any adverse road conditions and ensure that corrective or preventative measures have been taken.
 - 1. All adverse road and weather conditions that may impede the safe, orderly, and expeditious flow of vehicular and pedestrian traffic shall be reported to Control Center Operators who, in turn, shall notify the proper regulating agency, (i.e.: Rhode Island Department of Transportation or the Tiverton Department of Public Works).
 - 2. Adverse road and weather conditions include downed power lines, roadway debris, potholes or natural conditions such as fog, ice, snow, heavy rains, or flooding.
- E. A traffic situation may require the manual operation of a traffic control device or signal. Officers shall monitor the locations of such devices and determine whether conditions are present requiring the manual operation of these devices.
 - 1. Traffic accidents;
 - 2. Providing a thoroughfare for motorcades;
 - 3. Construction zones;
 - 4. Malfunctioning of traffic control devices;
 - 5. Alleviating traffic congestion during peak hours, and;
 - 6. Any emergency not requiring the use of automatic traffic signals.
- F. Officers shall monitor all roadways and determine the need for the use of temporary traffic control devices, which may be provided by the department or requested from the Rhode Island Department of Transportation or the Tiverton Department of Public Works.

IV. TRAFFIC ENGINEERING DEFICIENCIES

- A. Handling or referral of complaints/suggestions concerning traffic-engineering deficiencies:
 - 1. Complaints received or observed by officers regarding the condition/ deficiencies of Tiverton roadways shall be documented in a day log entry or an offense report (OF) and referred to the Tiverton Department of Public Works.
 - 2. Complaints received or observed by officers regarding the condition/ deficiencies of State highways shall be documented in a day log entry or

an offense report (OF) and referred to the Rhode Island Department of Transportation (RIDOT).

- B. Traffic accident and enforcement data are transmitted to the Rhode Island Department of Transportation on a regular basis.
 - 1. Accident reports are forwarded to the Rhode Island Department of Motor vehicles and the Rhode Island Department of Transportation on a daily basis.
 - 2. Accident statistics are compiled by the Planning and Training Sergeant and forwarded to the Chief of Police as needed.

VI. POLICE ESCORTS

- A. Routine police escorts requests shall be reviewed by the Patrol Shift OIC and provided in the following situations:
 - 1. Funeral processions;
 - 2. Visiting dignitaries;
 - 3. Public officials;
 - 4. Over-sized vehicles or wide-loads, and;
 - 5. Hazardous materials cargo.
- B. Escorts of civilian vehicles in medical emergencies situations shall be approved by the Patrol Shift OIC and in accordance the General Order 300.05 Department Motor Vehicle Policy.
 - 1. When an officer is approached with a request for an emergency medical escort, the officer must determine the best course of action based upon the particular circumstances.
 - 2. In most cases, a rescue should be called to provide proper emergency care and transportation.
 - 3. In a life-threatening situation, where the wait for a rescue would be detrimental, the officer may elect to transport the victim in a police vehicle or provide an escort, without first obtaining the approval of the patrol shift OIC.
 - 4. Prior notification to the Control Center is required for all medical emergency escorts.
- C. Factors to be considered in determining whether Department members will provide an escort detail include:
 - 1. Accident prevention;
 - 2. Will the escort perform a legitimate public service;
 - 3. Will the detailed officer be able to leave the detail if necessary;
 - 4. Would a traffic hazard be eliminated or reduced by the Department's participation, and;
 - 5. Have other police agencies been contacted to assist with the detail.
- D. Escorts may be refused based on the following criteria:
 - 1. Regular patrol duties restrict members from providing vehicle escorts;
 - 2. Prior experience has shown that properly organized caravans and other requesting agencies travel more safely without a police escort;
 - 3. The escort would be a private promotion rather than a public service.