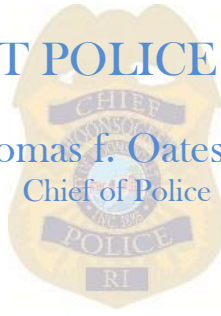


# WOONSOCKET POLICE DEPARTMENT

Thomas J. Oates, III  
Chief of Police



TYPE OF ORDER	NUMBER/SERIES	ISSUE DATE	EFFECTIVE DATE
General Order	330.02	12/14/2020	12/14/2020
SUBJECT		PREVIOUSLY ISSUED DATES	
Traffic Enforcement		4/27/2015	
ACCREDITATION		RE-EVALUATION DATE	
CALEA Standards: 61.3.2, 61.3.3 RIPAC Standards: 11.7, 11.8		11/17/2020, 2/13/2023	
INDEX		DISTRIBUTION	
Traffic		Sworn Personnel	

## TRAFFIC DIRECTION AND CONTROL

### I. PURPOSE

The purpose of this policy is to provide guidelines for all personnel involved in the functions of traffic direction and control.

### II. POLICY

It is the policy of the Woonsocket Police Department to promote the safe and expeditious flow of vehicular and pedestrian traffic through effective traffic-related services and enforcement designed to reduce collisions and their resultant fatalities and injuries

### III. PROCEDURE

#### A. Traffic Direction and Control

#### RI 11.7(b)

1. All personnel directing traffic, or in the roadway controlling/deterring traffic, investigating traffic crashes, etc. **will wear an ANSI-compliant reflective vest.** In the event of inclement weather, officers may wear a reversible jacket or rain gear provided the reflective side is the federally mandated high visibility (HiViz) florescent yellow ANSI- compliant color. The orange reflective coloring is not acceptable and will not be worn.

**RI 11.7(a)**

2. All personnel will use the universal hand signals taught at the Municipal Police Academy. Flashlights may be used to aid with visibility.
3. Personnel should remain calm and professional whenever directing traffic. There are times when drivers and pedestrians do not understand or might be confused because of the surrounding circumstances. Personnel will handle these instances with courtesy and professionalism within the guidelines of accepted procedures.

**RI 11.7(f)****B. Accident Scene Traffic Direction and Control**

1. The Officer-in-Charge (OIC) of the accident scene will ensure that any traffic congestion around the accident area is kept to a minimum.
2. Officers will position their cruisers in such a way that any approaching traffic is aware of the scene.
3. If the OIC determines that a roadway or a major portion of a highway needs to be closed, the officer may request the Communications Center advise the State Department of Transportation (DOT) or the local highway department to provide special safety devices, i.e., barricades, arrow boards, etc. The Fire Department will also be advised of any road closing.

**RI 11.7(g)****C. Critical Incident Traffic Control**

1. Officers at the scene of critical incidents (e.g. fire scenes, natural or man-made disasters) will assess the hazards present and take action to minimize further damage to property or life. These may include directing traffic or evacuating the immediate area.
2. Officers will ensure the scene is clear for emergency vehicles to enter and will restrict the entry of unauthorized vehicles or pedestrians.
3. Supervisors will ensure that adequate personnel is on-scene to secure the area and divert traffic from the fire scene.

**RI 11.7(c)****D. Adverse Weather and Road Conditions**

1. Dangerous road conditions may arise out of many situations. These include accidental hazards such as downed power lines and debris or natural causes such as fog, ice, snow, heavy rains, or flooding.
2. Officers will monitor roadways and bridges and report all adverse conditions so emergency measures can be taken as necessary.
3. Officers will provide traffic direction, control, and scene direction as appropriate to the situation.
4. Adverse situations shall be constantly assessed so that proper resources may be requested as necessary.

**RI 11.7(d)****E. Manual Operation of Traffic Control Devices**

1. Officers assigned to the Traffic Division and Supervisors have access to keys for traffic control boxes within the city.
2. Officers may initiate manual control of traffic control boxes if:
  - a. A malfunction of the traffic signal has created congestion at an intersection and the congestion can be reduced by manual traffic control.
  - b. Upon notification of a special function such as a motorcade, major disaster, parade, or other events which might result in congestion or unsafe vehicle or pedestrian movement.
  - c. A request for assistance during repair, replacement, or construction creates congestion at an intersection that can be reduced by manual control of a traffic signal.

**RI 11.7(e) F. Use of Temporary Traffic Control Devices**

1. Temporary traffic control devices, (cones, signs, barricades, etc.), will be used only in prescheduled events (parades, concerts, etc.) or in emergencies to include natural or manmade disasters and accidents.
2. Officers may use cones, barricades, or other devices on the roadway to minimize hazards caused by vehicle or pedestrian accidents or dangerous road conditions.
3. All non-emergency requests require the approval of a supervisor. In emergencies, a supervisor will be informed as soon as possible.
4. The officer will notify the Communications Center of the location and estimated time such devices will be in use. Communications Center personnel will ensure Fire and Rescue personnel are notified.

**RI 11.8 G. Police Escorts**

1. Routine Escorts- All requests for police escorts will be referred to Traffic OIC for approval. The Traffic OIC or designee will survey the route and traffic conditions to assess escort needs. If private escort services are to be used the Traffic OIC will determine if they are adequate. Depending on staffing needs and availability for an escort, requests for police escorts may be referred to the municipal law enforcement agency having jurisdiction. Routine escorts include:
  - a. Funeral processions;
  - b. Visiting dignitaries;
  - c. Public officials;
  - d. Wide-loads;
  - e. Oversized vehicles;
  - f. Hazardous materials cargo.
2. Emergency Medical Escorts

- a. Emergency escorts with lights and sirens activated for unmarked civilian vehicles will not be provided.
- b. If a citizen approaches an officer with an emergency medical request, the officer must determine the best course of action based on the particular circumstances.
- c. In most cases, EMS should be summoned to the scene to provide advanced emergency care and transportation.
- d. If a life-threatening situation where waiting for EMS personnel would be detrimental, the officer may elect to transport in the police vehicle without first obtaining approval from a supervisor; however, notification to the Communications Center must be made.

Per order,

***Thomas F. Oates, III***

Chief of Police

***Written directives published within PowerDMS are in full force and effect on the referenced dates and have been approved by the Chief of Police***