

 <p><b>The University of Kansas Police Department</b> 1501 Crestline Drive Suite 120 Lawrence, KS 66045-1501</p>	<b>Department Policy No. 617</b>	
	<b>Traffic Direction and Control</b>	
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<b>Approved by: Chief Nelson L. Mosley</b>	<b>Distribution: All Personnel</b>	<b>Review Schedule: Annual</b>

**I. PURPOSE**

The purpose of this policy is to establish procedures for ensuring the safe and efficient flow of vehicle traffic through engineering, escort and traffic direction and control.

**II. POLICY**

The safety of the motoring public and pedestrians using the roadways is a responsibility entrusted to the police department. It is the policy of this department to address this responsibility by striving for the safe and efficient flow of traffic by addressing engineering needs, and providing escorts and traffic direction as necessary.

**III. PROCEDURES**

A. Regulations

1. While in the roadway, officers who direct or control traffic will wear department approved reflective vests.

B. Traffic direction and control

1. Officers will perform traffic direction and control when and where necessary to ensure the safe and efficient movement of vehicles and pedestrians.
2. Officers will receive training in the proper use of traffic direction hand signals and mechanical control devices during their initial field training.
3. Safety for officers directing traffic and for the public should be the primary consideration when an officer directs and controls traffic.
4. Traffic accident scenes:
  - a. Officers will employ appropriate traffic control devices (i.e. cones, flares, vehicles) to ensure the scene's protected.
  - b. Officers may re-route traffic in order to protect emergency responders and other people involved, and to preserve the accident scene until conclusion of the investigation.
5. Special Events
  - a. Officers will direct traffic at special events when assigned by a supervisory level officer.
  - b. Officers will direct traffic at these events when necessary to divert the regular and legal flow of traffic due to attendance.
6. Uniform hand signals and gestures for manual traffic control
  - a. Effective traffic control is predicated on proper positioning in the roadway and effective communication with drivers and pedestrians. When directing

- traffic the officer should stand with their shoulders parallel to the flow of traffic and use hand signals to communicate with traffic.
- b. The officer should select a position which provides a full view of the roadway while also providing a high degree of visibility. This position should allow effective supervision of all vehicular maneuvers and pedestrian movements without interfering with the flow of traffic any more than necessary.
  - c. To stop traffic, the officer should look directly at the driver of the vehicle to be stopped and then place the palm of an outstretched arm towards the driver. The officer should remain in the palm out position until the vehicle comes to a full and complete stop.
  - d. To start, the officer should make eye contact with the driver of the lead vehicle and then point in an exaggerated motion to the desired direction of travel.
  - e. To assist a vehicle in turning, the officer should make eye contact with the driver of the turning vehicle, check that no on-coming traffic will interfere with the turn and then point in an exaggerated motion from the driver to the desired direction of travel.
  - f. Officers performing these duties at night or during periods of reduced visibility should utilize flashlights or traffic control wands.
  - g. Officers may elect to use a whistle to increase their presence.
7. Critical incident scenes
- a. It may be necessary to block roads and re-route traffic away from affected critical incident areas. If done, other first responders should be notified of the road closure and the public notified through appropriate methods.
  - b. Supervisors will assess the situation and determine the initial area to be controlled and will strategically set up the re-routing of traffic. Additional resources may be called as necessary (i.e. street department, highway department, etc.).
  - c. Officers responding to fire scenes should avoid parking police vehicles in a manner that would hinder the fire department's response to the fire and avoid parking in a location where they could become blocked by fire equipment. The primary duty of officers at fire scenes is to control pedestrian and vehicle traffic, and to protect fire hoses from the same.
8. Periods of adverse road and weather conditions
- a. Temporary adversity due to weather such as fog, rain, or snow and the associated road conditions may require temporary traffic control to warn motorists of the danger or to close off certain areas.
  - b. If road conditions require long term traffic control measures, officers will notify Dispatch who will notify the proper authority to ensure the road condition is properly demarcated.
  - c. Officers should remain at the location of hazardous road conditions until the hazard has been removed or until the responsible entity has assumed control of the area.
9. Circumstances warranting manual operation of traffic control devices

- a. In circumstances necessitating the need for manual operation of traffic control devices, personnel from the City of Lawrence will be summoned to operate the devices.
- b. Those situations may include periods of heavier than normal traffic, when the traffic flow is being impeded by the timing of lights, severe accidents at major intersections, etc.
1. Use of temporary traffic control devices.
  - a. Officers may utilize traffic control devices (i.e. cones, flares, barricades, etc.) to increase visibility. These device should be positioned so as to maximize visibility and clearly mark the desired route of travel for controlled traffic.
  - b. Officers may position their patrol unit in such a manner as to provide increased visibility and/or limit access to protected or hazardous locations.
- C. Traffic escorts
  1. Traffic control for a funeral procession or other event may be provided as manpower and equipment allow and at the direction of the Chief of Police or designee. Vehicle escorts inherently create a greater risk for injury and liability therefore should only be approved on a limited basis. All escorts that alter traffic flow by either speed or traffic control devices will utilize a properly marked emergency vehicle and any emergency warning devices necessary to adequately and safely facilitate traffic flow.
  2. Emergency escorts of a motor vehicle in minimal time saved and create an unusually high level of danger to life and property. Therefore, emergency escorts are prohibited. Should a citizen request a medical emergency escort, the officer involved shall summon an ambulance for treatment or transport of the injured or ill person.
  3. In an extreme medical emergency, it may be necessary for an officer to transport the injured or ill person to a treatment facility in a police vehicle. Such transports shall be made only upon the approval of a supervisor.
  4. Dignitary escorts will be conducted as authorized by the Chief of Police.