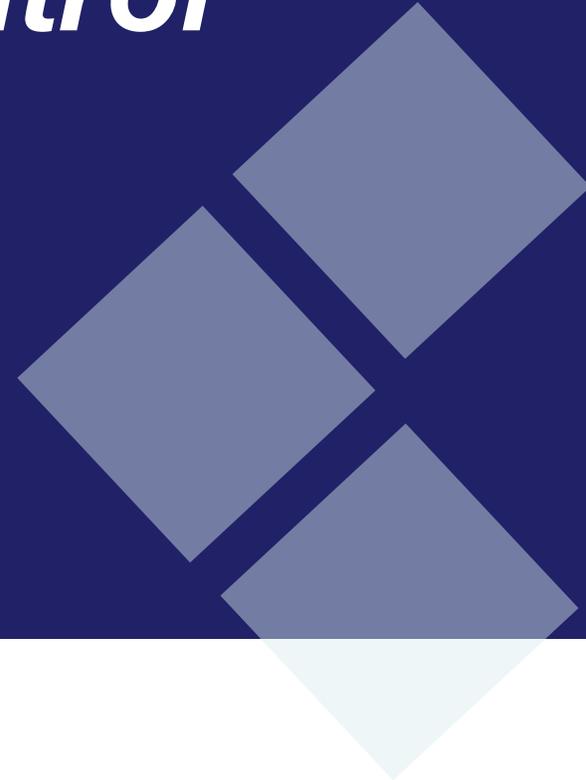




# *Traffic Control for Public Safety*



**Primex**<sup>3</sup>  
NH Public Risk Management Exchange

# Test Your Knowledge

## TRUE or FALSE?

Most motorists tend to slow down when entering the area of an emergency.

**TRUE**



Most drivers will slow when approaching an emergency scene. Unfortunately, they don't pay attention to direction, but rather look at the incident.

# Test Your Knowledge



**TRUE or FALSE?**

It is better to control traffic with your hands so you can motion motorists to do exactly what you want.

**FALSE**

A stop/slow paddle is clear, consistent and easily seen.

Hand directions can be confusing and hard to see.

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# Test Your Knowledge

## TRUE or FALSE?

Before stopping the first car, the flagger should stand on the shoulder of the roadway.

**TRUE**



Proper position is on the shoulder with the stop sign facing traffic you want to stop.

# Test Your Knowledge



**TRUE or FALSE?**

If using a flag, wave the flag when you want traffic to stop quickly, direct traffic, or slow down.

**FALSE**

Waving the flag is only proper for slowing traffic. Hand signals should be used for stopping and having traffic proceed.

# Test Your Knowledge

## TRUE or FALSE?

To stop traffic, the flagger should hold the paddle in the hand closest to the roadway.



**TRUE**

Position the sign closest to traffic.

Your hand should be used facing traffic, palm up.

# Traffic Control at Emergency Scenes



**“Firefighters responding to calls, need to operate as if someone is trying to run them over”**

James Joyce, Commissioner  
Chicago Fire Dept.  
January 2001

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# Traffic Control at Emergency Scenes

- Protect First Responders
- Protect victims
- Protect motorists and roadway users
- Protect yourself
- Reduce risk of liability
- Facilitate rescue of victims; scene security and investigation; mitigation of the emergency



# When to Control Traffic

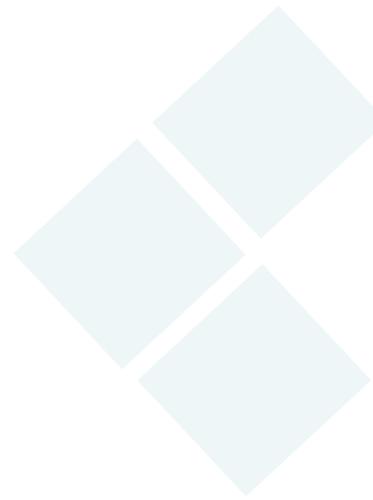
## Emergencies

- Fires
- Accidents



## Road Construction/Work Zone

- Closures
- Detours



# When to Control Traffic

## Special Events

- Parades
- Festivals & Fairs
- Old Home Days



## Storms

- Downed trees
- Flooded roads
- Power outages
- Traffic signal outages



# When to Control Traffic



Voting

Demonstrations



# Hazards of Traffic Control at Emergency Scenes



## Risks

- Passing Vehicles
- Environment

## Some Facts\*

- Nearly 15 First Responders die each year
- “Struck-by Fatalities” are a leading cause of Law Enforcement Line-of-Duty Deaths
- 25% of Firefighter “Struck-by Fatalities” were caused by responding emergency vehicles

\* Source: NFPA (2000-2013) and ODMP (2006-2017) Statistics

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# Sometimes it seems like we're trying to get run over....



# Who's Responsible for Traffic Control at an Emergency?



# Knowing Your Authority

## NH RSA 265:37-a Motorist Duties When Approaching Highway Emergencies.

I. When in or approaching an incident involving a fire, collision, disaster, utility construction or maintenance, or other emergency resulting in partial or complete blockage of a highway, or a location where a police officer has made a traffic stop, every driver other than the driver of an emergency response vehicle, shall:

- (a) Maintain a reduced speed.
- (b) **Obey the directions of any authorized person directing traffic and of all applicable emergency signals and traffic control devices.**
- (c) Vacate as soon as possible any lane wholly or partially blocked.
- (d) Give a wide berth, without endangering oncoming traffic, to public safety personnel, any persons in the roadway, and vehicles displaying blue, red, or amber emergency or warning lights.

# Plan and Prepare

- Develop policy and procedures
- Conduct training
- Work with all local agencies to establish relationships
- Implement a Traffic Control Plan for all users, not just motorists!!
- Preplan for high frequency locations
- Determine how to address the public



NH DOT Routes ([@NHDOTRoutes](#))

2/13/20, 7:30 AM

CRASH UPDATE Rindge Rt 119 closed at Bemis Tavern Rd for a crash



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# Consider the following...

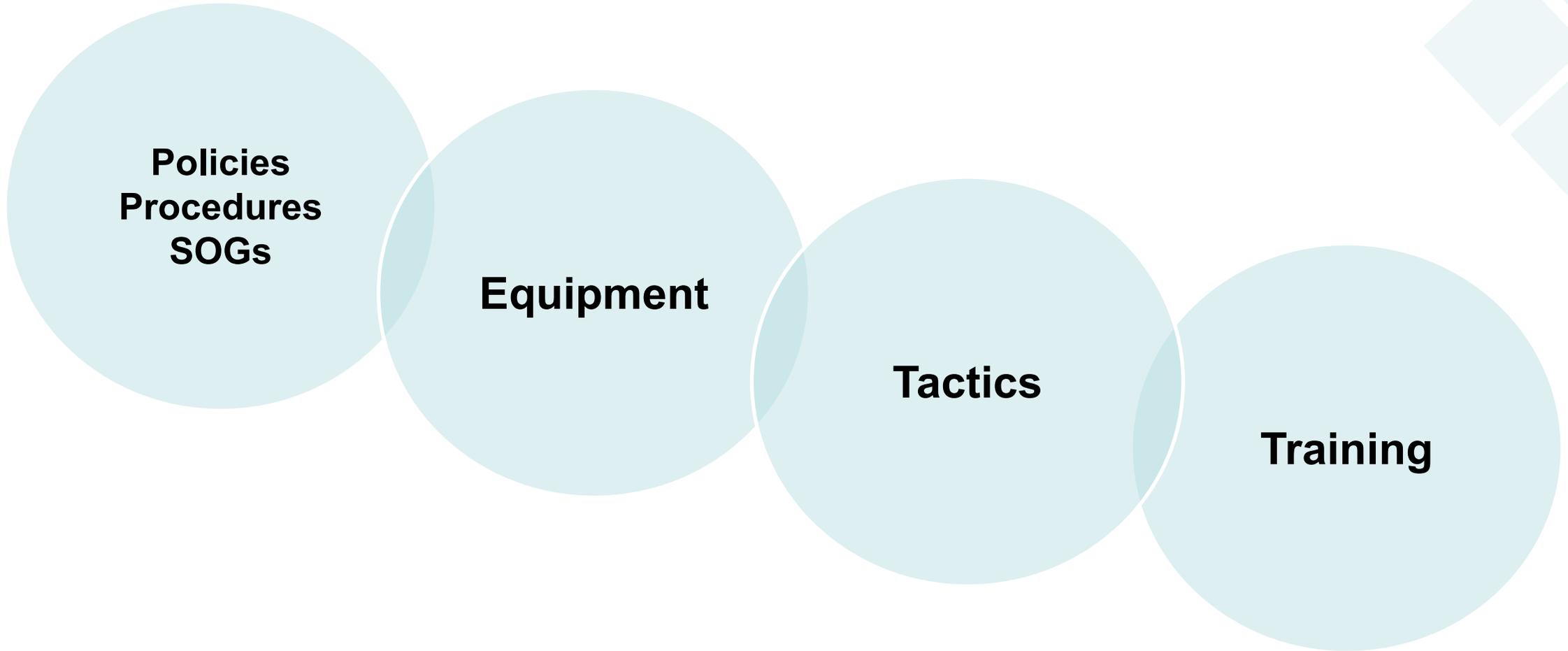
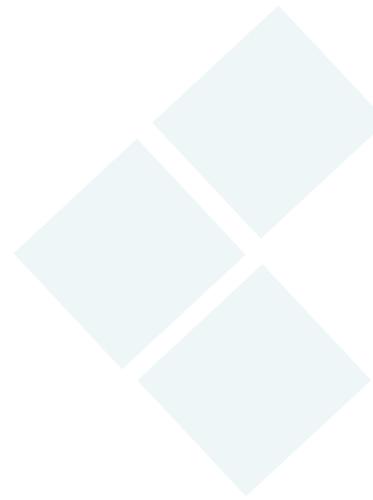


# Types of Emergencies

- Short Term
- Long Term



# Controlling Traffic Safely





**Policies  
Procedures  
SOGs**



# Reduce the Risk

Policies  
Procedures  
SOGs

Limit apparatus/personnel on scene

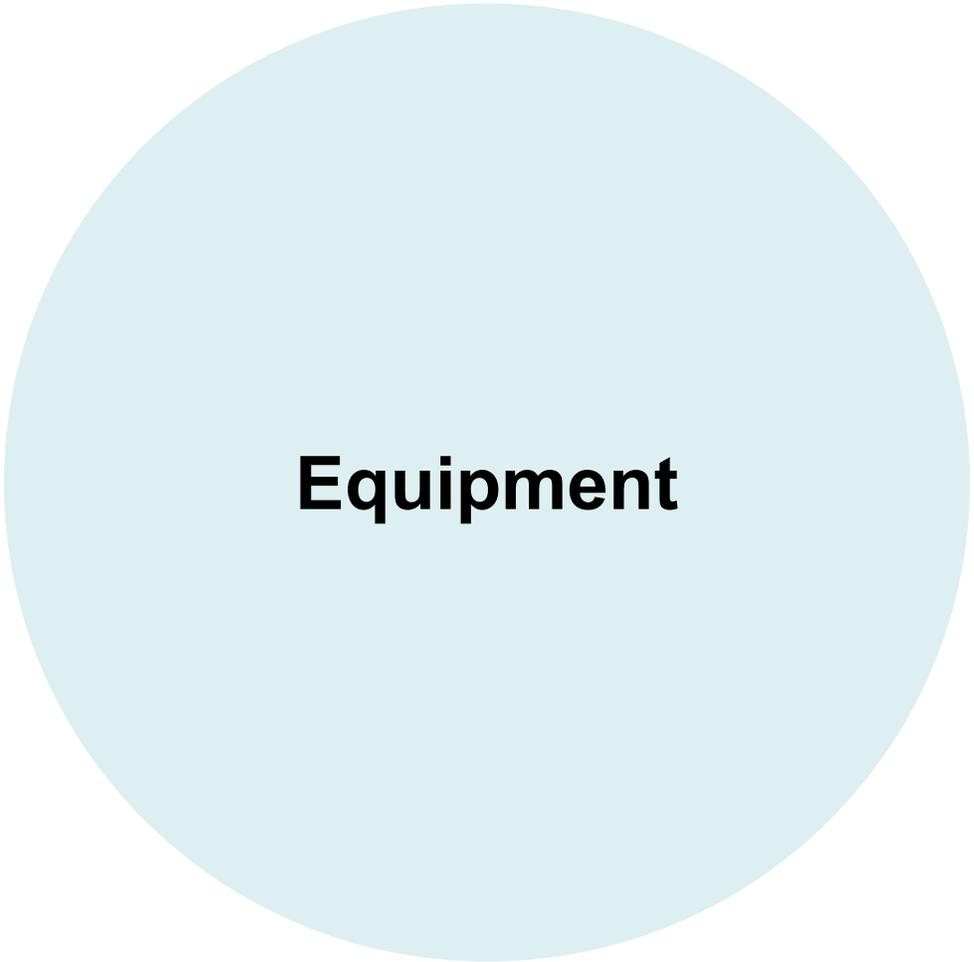
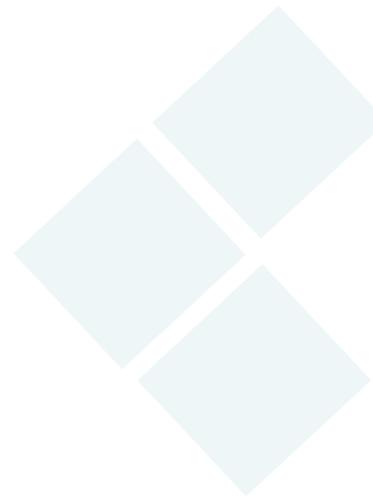
Only necessary staff on scene

Assign a Safety Officer

Only essential vehicles – limit POVs

Leave the scene;  
clear road as soon as possible





# Uniforms – Follow Your Agency's Policy

## Equipment

- Traffic Vest w/Retroreflective Striping (Class II Minimum)
- Paddle vs. Flag vs. Wand
- Water, Sports Drinks
- Ear and Eye Protection
- Helmet (Optional)
- Cones
- Bug Spray
- Rain/Cold Weather Gear







## Tactics

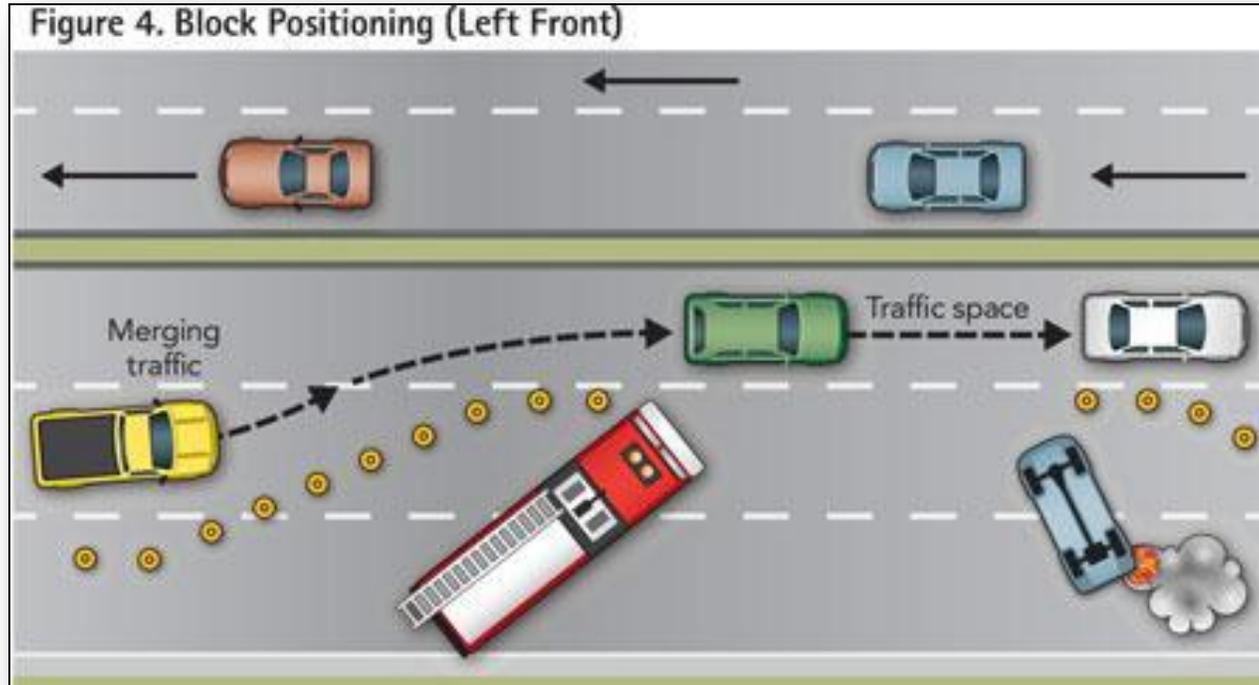
# Vehicle Positioning

- Guard the scene/Guard the Crew
- Create a Safe Zone/Work Zone on side away from traffic
- Keep number of vehicles/staff on scene to a minimum
- Look!!!! Before exiting all vehicles



# Vehicle Positioning

## Tactics



- Park apparatus at an angle in the direction you want traffic to go
- Keep all apparatus on one side of the road
- Either be completely off the road or take an entire lane



# Vehicle Positioning

## Tactics

No Safe Zone established:  
Personnel and Patient are  
exposed to oncoming traffic



# Vehicle Positioning

Tactics



The patient loading area is well protected:  
Staff has a safe place to work

# Advanced Warning Considerations

## Tactics

- Designed to advise, warn and instruct
- Gives road users direction to slow down
- Consider speeds and volume when placing warning devices
- Sign is special fluorescent pink-NFPA compliant
- Appropriate for the situation
- Info given in small amounts
- Remember to remove signs when done



## Tactics

# Advanced Warnings

- Signs
- Flares
- Variable Message Boards
- Public Service Announcements
- DOT Updates



NH DOT Routes  
([@NHDOTRoutes](#))

3/24/20, 10:56 AM

TRAFFIC CLEAR: Lee NH 155 near  
Captain Smith Road, Randall Road  
trees and wires down



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# Deploying Cones

## Tactics

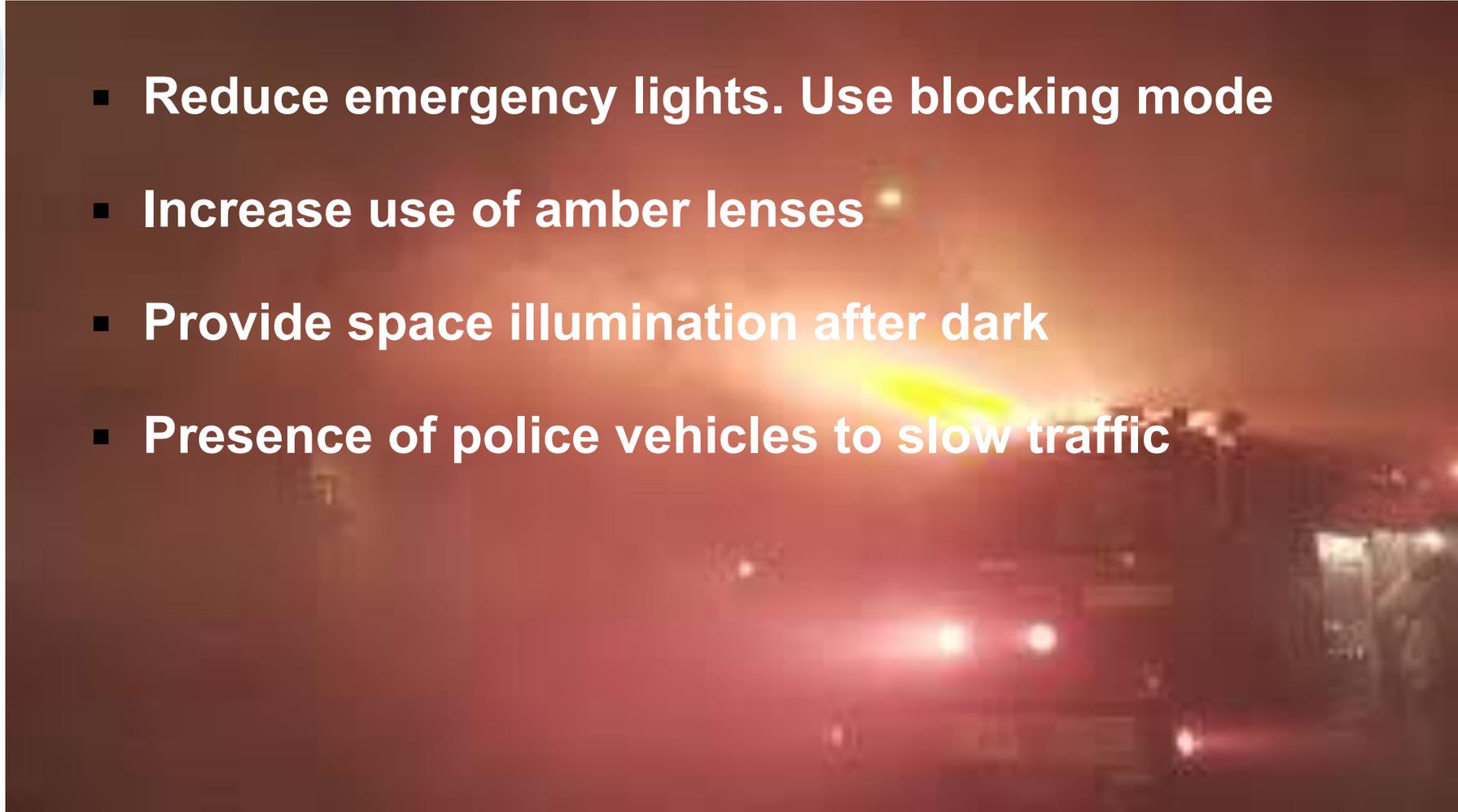


Cones can create a work area. However, deployment requires you to keep an eye on traffic. They provide ***direction***, not ***protection***.

# Scene Lighting

## Tactics

- Reduce emergency lights. Use blocking mode
- Increase use of amber lenses
- Provide space illumination after dark
- Presence of police vehicles to slow traffic



# Scene Environment

Tactics



Consider the weather and how it impacts your response.

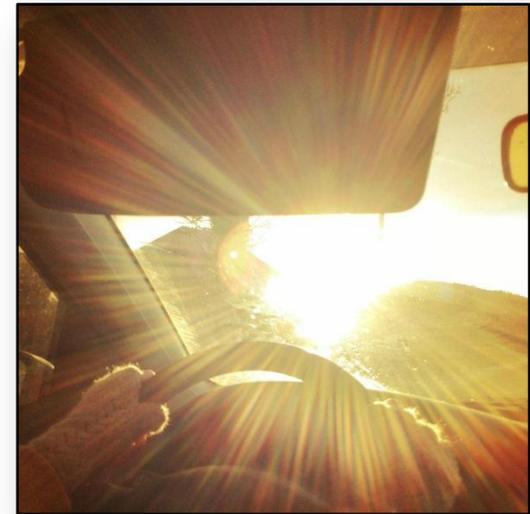
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# Scene Environment

## Tactics

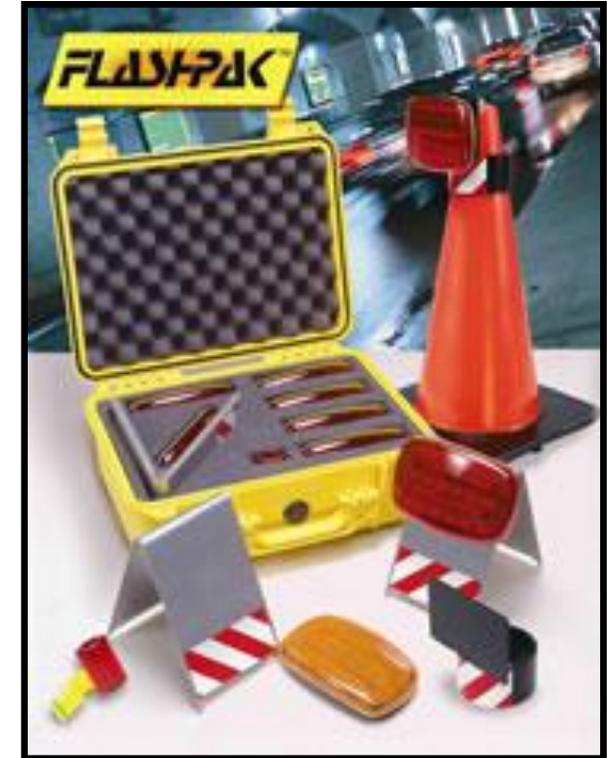
- Road conditions: Ice and snow
  - Keep sand/salt on board for slip prevention
  - Use Traction-Assist devices, micro spikes
- Flares are effective but flammable
- Be aware of smoke/fog/sun glare
- Don't forget pedestrians and onlookers



# Scene Environment

## Tactics

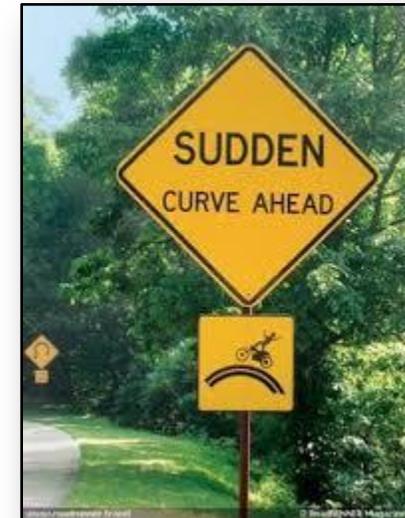
- Non-Sparking Flare Substitutes



## Tactics

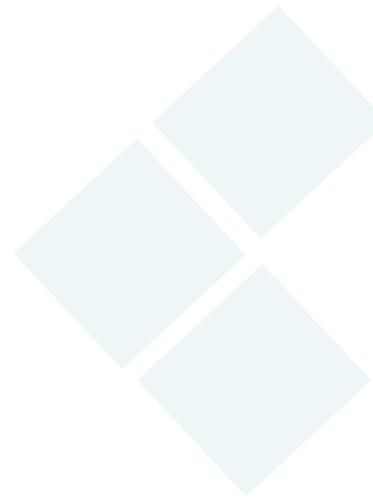
# Be Seen!

- Allow sufficient distance for drivers to see you
- Beware of low light/sun/glare being lost in headlights
- Stay out of road until all vehicles have stopped
- Beware of shadows
- Stand clear of other first responders



# Be Seen!

Tactics



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Tactics

# Be Seen!



Retrofit safety features into all apparatus, old and new



Risk Management Services

# Be Seen!

## Tactics

Design lighting to protect the incident scene



Build in space for traffic control equipment



Use highly reflective markings on rear of apparatus

## Tactics

# Safety Officer

- Not often considered for traffic emergencies
- Should monitor scene hazards and traffic control
- Implement an accountability system at all scenes

In an emergency involving a vehicle that intrudes into the scene, could you identify if any of your crew were under that vehicle?



## Tactics

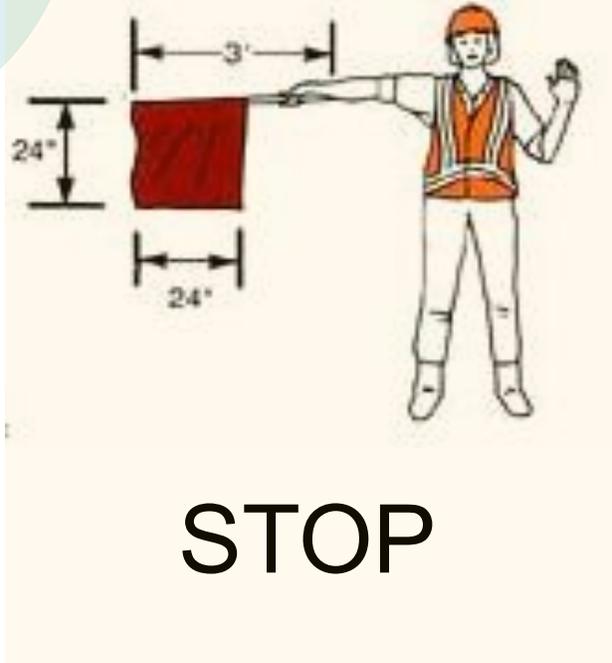
- On Shoulder of Roadway
- Not in an Open Lane of Traffic
- Clearly Visible
- “Have an Out”

# Positioning



# Use the Correct Hand Signal

Tactics



# Beware of Confusing Directions

Tactics



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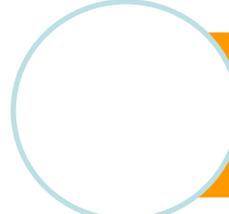
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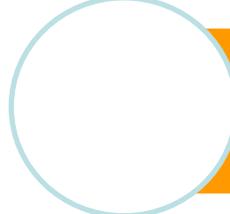


**Training**

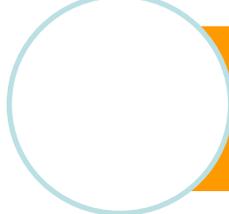
# Build Awareness Through Training



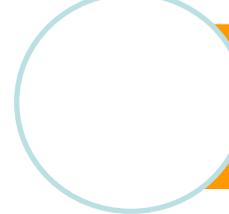
Basic Recruit Training- Firefighter I,  
Basic EMT Classes



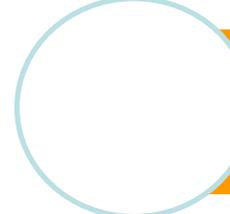
Routine Company/  
Department Training



Annual In-Service



Loss Review/FF Close-call



Evaluate apparatus and staff placement along with  
procedures during drills and training sessions



# Key Points to Remember

- Responsibility rests with us all
- Get the needed equipment
- Use it correctly
- Use uniform signals
- **Emergency Scene Safety is Serious Business**



# Are you part of the problem?

# Choose to be part of the solution.

Trust. Excellence. Service.

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NH Public Risk Management Exchange

Risk Management Services

# Contact Information



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