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|  | Operational General Order | 12.08 Traffic Direction and Control | PAGE 1 OF 2 |
| | SUBJECT | | EFFECTIVE DATE |
| | Virginia Beach Police Department General Order Chapter 12 – Traffic Operations | | 05/22/2017 |
| | | | ORIGINATOR/REVIEW |
| DISTRIBUTION | | Special Operations | |
| ALL | | CALEA: 61.3.2 | |
| BY THE AUTHORITY OF THE CHIEF OF POLICE: | | |  |

Purpose

To establish the procedures for uniform traffic direction and control, and the manner in which it will be conducted.

Procedure (CALEA 61.3.2 G)

The Virginia Beach Police Department is committed to providing a safe roadway system for all persons in Virginia Beach. To meet this goal, members of the Department will provide traffic direction and control when needed to ensure safety on the roadways.

If a traffic direction situation is expected to last for an extended period of time, the on duty supervisor may request assistance from Special Operations to provide traffic control and allow the precinct units to resume normal patrol.

All members of the Department will wear the Department issued reflective traffic safety vest or jacket while directing traffic.

Hand Signals and Gestures for Manual Traffic Control and Direction (CALEA 61.3.2 B)

In accordance with Virginia State Code 46.2-1309, officers will utilize those hand signals and gestures taught during basic recruit training at the Virginia Beach Police Academy while directing traffic.

Traffic Direction at Crash Scenes (CALEA 61.3.2 A)

When necessary, Officers and/or Community Services Officers may be required to direct traffic at crash scenes. When doing so the officer in charge of the crash investigation shall direct assisting officers to insure a safe traffic pattern around the scene by whatever means are available. Officers may utilize traffic cones and barricades in situations where traffic direction may continue for an extended period of time. Officers should use caution in using flares at crash scenes and should only do so after checking for the presence of flammable materials on the roadway.

Manual Operation of Traffic Signals (CALEA 61.3.2 E)

Under some circumstances such as a collision that impedes a large volume of traffic, a special event that attracts large crowds and increased vehicular traffic, or holiday events that attract local crowds in addition to the tourists at the oceanfront area, manual control of traffic signals may be a safer and more efficient way to control traffic flow. Only Department personnel who have been properly briefed in the use of traffic signal control device will control the traffic signals.

Use of Temporary Traffic Control Devices (CALEA 61.3.2 F)

Members of the Department may also use temporary traffic devices such as cones, flares, or portable signs in order to control or detour traffic. Some circumstances that might require the use of these devices may be crashes, parades, traffic safety checkpoints, or loss of power. It should be noted that these devices alone may not control traffic and that manual traffic control may still be necessary. In cases where department resources will not meet the demand for the number of cones flares or signs required to control the situation, additional resources are available from the City of Virginia Beach Highways Division. Requests for additional devices from the Highways Division must be made through the officer's supervisor.

Traffic Control During Adverse Weather (CALEA 61.3.2 D)

Adverse weather conditions such as snow, heavy rain, or hurricanes may cause a roadway to become impassable. Members of the Department shall respond with due caution and park their police vehicles in a location to provide as much warning to motorists as possible. The primary unit shall notify E911 Emergency Communications Division of the problem at the scene and request any additional resources needed to correct the situation. Traffic control should be established at the scene and also a distance away to detour traffic from the location if manpower allows. If the weather situation becomes so hazardous as to endanger the officers directing control (i.e. high winds from a hurricane), the on-duty supervisor may decide to terminate the traffic control until the weather situation improves. In such situations, the supervisor will make arrangements for the posting of signs or notification to the motoring public via a news release by the Public Information Office, or in cases where an Emergency Operations Center (EOC) has been established, through the EOC command.

Traffic Control at Critical Incidents (CALEA 61.3.2 C)

Critical incidents can be – fires, HAZMAT scenes, major crime scenes, SWAT callouts, hostage negotiation calls, natural disasters or any public safety event that requires specialized resources.

Coordination between any responding/assisting department or agency and the Police Department is required at critical incident scenes. This coordination allows for the maximum amount of safety to all personnel and civilians involved. The first unit on-scene shall ascertain if an Incident Command (IC) structure has been established by any department or agency already on scene. If an IC structure has not already been established, the first responding officer detailed to traffic control shall determine the extent of the traffic direction and crowd control needed, notify an on-duty supervisor of the situation and proceed to establish perimeter and traffic control measures.

If the incident is of such a nature that the traffic direction will encompass a large area or extended period of time and no IC has been established, an on-duty supervisor shall determine if the assistance of Special Operations is needed to supplement or relieve any precinct personnel at the scene. If no Special Operations supervisor is working, then the on-duty supervisor shall request through E911 Emergency Communications Division that a Special Operations supervisor be notified.

In incidents where an IC structure is in place the responding member shall promptly notify the established Command Post of their status and any specialized training and/or equipment so they may be properly accounted for and utilized. Responding members shall be subordinated to the direction of the Incident Commander or their designee.

Members working the scene of any critical incident shall remain on their assigned traffic post until the Incident Command or their designee releases them from their traffic assignment.