

# Traffic Direction and Control

## 1103.1 PURPOSE AND SCOPE

The purpose of this policy is to establish uniform procedures for traffic direction and control.

## 1103.2 POLICY

It shall be the policy of the University of Maryland, Baltimore Police Department (UMBPD) for all members to direct and control traffic in accordance with the following established guidelines.

## 1103.3 BACKGROUND

### (a) Traffic Functions

1. UMBPD sworn members performing traffic functions such as point control, parking control, or emergency assistance, shall regulate traffic in compliance with the guidelines as stated in this policy. UMBPD officers may also be required to respond to other traffic concerns, including checking abandoned vehicles, recovering stolen vehicles, and identifying roadway hazards, as well as public relations responsibilities, including providing traffic safety information and recommendations.

### (b) Providing Assistance to the University

1. The University of Maryland, Baltimore (UMB) relies upon its police function for assistance and advice when faced with the many routine and emergency traffic situations which often develop in a university setting. Officers regularly respond to traffic related incidents, for instance, even though it is not anticipated a law enforcement officer will be required to make an arrest or take other enforcement action. Because traffic control and regulation is a major part of the responsibility of any police organization, UMBPD sworn members will respond to any and all requests for traffic assistance within the jurisdiction of the University.

## 1103.4 TRAFFIC DIRECTION PROCEDURES

See attachment: [Traffic Direction Control Procedures.pdf](#)

### 1103.4.1 MANUAL TRAFFIC CONTROL / TRAFFIC POINT CONTROL

- (a) Manual traffic control is an intersection control strategy in which law enforcement officers allocate intersection right-of-way to turning movements.
- (b) Manual traffic control/traffic point control (MTC/TPC) shall be conducted in those locations where the volume and speed of traffic, the number of pedestrians present, and the presence or absence of temporary traffic control devices has been determined to warrant the need for this type of traffic assistance.
- (c) MTC/TCP is normally a planned detail associated with a special event.

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- (d) If a traffic control device needs to be manually overridden, sworn members shall have the Communications Center contact the Baltimore City Department of Transportation, Traffic Division, Traffic Management Center and advise them of the situation.

**1103.4.2 REQUIRED EQUIPMENT FOR TRAFFIC DIRECTION**

Sworn members will wear high visibility reflective vests whenever performing traffic control assignments and shall be equipped with a whistle. For nighttime operations, a flashlight shall be included in the available equipment.

**1103.4.3 PROCEDURES FOR DIRECTING TRAFFIC**

When directing traffic, UMBPD sworn members will utilize standardized, appropriate hand and audible signals to stop, start, and turn traffic and shall position themselves in the center of the intersection or street, so visibility is maintained. A detailed description for traffic control procedures is found in **Appendix 6.37.1, Traffic Control Procedures**.

**1103.4.4 SPECIAL EVENT TRAFFIC DETAIL**

- (a) The Operations Bureau Commander or designee shall ensure the UMBPD has a special traffic control plan which addresses the following:
  - 1. Ingress and egress of vehicles and pedestrians;
  - 2. Provisions for parking;
  - 3. Spectator control;
  - 4. Public transportation;
  - 5. Assignment of point control duties;
  - 6. Provisions for relief of officers assigned point control duties;
  - 7. Alternate traffic routing;
  - 8. Provisions for news media;
  - 9. Temporary traffic controls and parking prohibitions; and
  - 10. Emergency vehicle access.
- (b) The Operations Bureau Commander or designee is responsible for identifying the areas in which temporary traffic control devices are necessary, arranging for the placement and removal of the temporary traffic control devices, and coordinating with the Shift Commander on the enforcement of temporary traffic control regulations. Temporary traffic control devices will normally be used during special events.

**1103.5 FIRE RESPONSE, INCLEMENT WEATHER, AND ESCORTS**

**1103.5.1 TRAFFIC CONTROL AT FIRE SCENES**

- (a) At the scene of a fire, the Baltimore City Fire Department (BCFD) is in full command. Officers shall see that no person hinders or obstructs a member of the Fire Department in the performance of their duties. Officers shall not allow vehicles to drive into areas

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at or adjacent to fire scenes or cross fire hoses without the approval of the fire scene commander.

- (b) Life-saving vehicles on actual calls for service are exempt from the above.
- (c) Parked vehicles which are interfering with fire operations may be towed.

#### **1103.5.2 TRAFFIC CONTROL DURING ADVERSE WEATHER AND ROAD CONDITIONS**

- (a) The Shift Supervisor will assign officers to direct traffic and safeguard the movement of traffic at the scene of downed power lines, broken water or gas mains, or at construction sites when the situation endangers the safe movement of traffic. The street may be closed if the situation creates a hazardous condition.
- (b) The BCFD and the Baltimore City Department of Transit and Traffic will be notified concerning adverse road conditions that will affect the use of roadways by motorists.

#### **1103.5.3 ESCORTS BY UNIVERSITY POLICE VEHICLES**

- (a) Escorts of privately owned vehicles by University police vehicles must be authorized by the Shift Commander (Patrol Lieutenant)..
- (b) The Shift Supervisor will not authorize:
- (c) The escort of a privately owned vehicle to the hospital;
- (d) The escort of other emergency vehicles equipped with lights and siren unless they do not know their final destination and the destination is on campus; and
- (e) The escort of a public official or dignitary unless authorized by the Chief of Police, the Deputy Chief, or a Bureau Commander, or their authorized designee.

#### **1103.6 TRAFFIC ENGINEERING**

- (a) Follow-Up Required
  - 1. The UMBPD will record, investigate, and follow up all complaints and/or suggestions of actual or potential traffic engineering problems and possible improvements.
- (b) Verification
  - 1. Once the information has been received, it will be forwarded to the Operations Bureau Commander or designee, who will verify the information/suggestion and advise the Chief of Police through the chain of command of appropriate remedial actions that are applicable and possible.
- (c) Responsibilities of the Chief of Police
  - 1. The Chief of Police or designee will forward the traffic engineering concerns to the Baltimore City Department of Public Works, Bureau of Transportation for evaluation and/or corrective action.

## **Attachments**

## **Traffic Direction Control Procedures.pdf**