Parking Patrol Vehicles at an Incident Scene

SAFE PATROL operators shall adhere to the following guidelines for parking Patrol vehicles at an incident scene:

1. Park SAFE vehicle on the same side (e.g., right shoulder vs. median) of the freeway and in the same direction of travel as the incident.
2. If arriving first-on-scene to an incident blocking a shoulder only, then:
   a. Position the SAFE vehicle behind the incident scene and with its nose pointed away from adjacent traffic flow, as shown in Exhibit A.
   b. If a lateral barrier prevents parking the SAFE vehicle on an angle, then position the SAFE vehicle behind the incident scene and parallel to the freeway edge line, as shown in Exhibit B.
   c. Position the SAFE vehicle a minimum of 100 feet behind the incident scene to perform an initial situation assessment, after which the SAFE vehicle may be repositioned in order to perform a motorist assist while also taking into consideration: (1) public safety vehicle access to the incident scene upon arrival, (2) visibility to oncoming traffic and consideration of sight distance restrictions, and (3) SAFE Patrol operator safety.
   d. Turn the front tires of the SAFE vehicle away from adjacent traffic flow when parked.
   e. Block a travel lane only if a disabled/wrecked vehicle, or work area such as that required to perform a tire change, blocks or partially blocks a travel lane.
   f. In the event of a car fire, position the SAFE vehicle a minimum 500 feet behind and offset (in the adjacent travel lane if necessary) from the burning vehicle.

Incident Approach Guidelines

Note that the guidance provided in this section is intended for initial on-scene traffic control and does not meet specifications contained in the Manual of Uniform Traffic Control Devices for temporary traffic control.
If arriving first-on-scene to an incident blocking a travel lane(s), then:

1. Contact the TOC to obtain immediate police assistance. If you cannot contact the TOC, contact 911 or police directly.
2. Position the SAFE vehicle with its nose pointed away from adjacent traffic flow, as shown in Exhibit C.
3. For incidents blocking a center lane only, position the SAFE vehicle on an angle and block both the center and left lanes, as shown in Exhibit D.
4. Stop your SAFE vehicle a minimum 100 feet behind the incident scene when performing an initial situation assessment, after which you may advance the SAFE vehicle to perform a motorist assist.
5. Turn the front tires of your SAFE vehicle away from adjacent traffic flow when parked.
6. Position the SAFE vehicle some distance ahead of the incident to (1) provide public safety vehicles easy access to the incident scene upon arrival, (2) facilitate good visibility to oncoming traffic, taking into consideration sight distance restrictions (e.g., horizontal curves, vertical curves, and freeway overpasses), and (3) ensure SAFE Patrol operator safety.
7. In the event of a car fire, position the SAFE vehicle a minimum 500 feet behind and offset (in the adjacent travel lane if necessary) from the burning vehicle.

Note that the guidance provided in this section is intended for initial on-scene traffic control and does not meet specifications contained in the Manual of Uniform Traffic Control Devices for temporary traffic control.
Emergency Traffic Control

SAFE Patrol operators shall adhere to the following guidelines for initiating temporary traffic control in the vicinity of an incident scene:

1. Use extreme caution when deploying traffic control devices (i.e., traffic cones or flares) given no physical barrier exists to protect you from oncoming/passing traffic.
2. Coordinate traffic control activities with the police officer in-charge of the incident scene.
3. Use flares at night or during low-visibility weather conditions. Otherwise, use only traffic cones if practical.
4. If the incident blocks a shoulder, then initiate emergency traffic control as described below for: (1) assists of extended duration (typically > 10 minutes), (2) assists with sight distance restrictions (e.g., horizontal curves, vertical curves, and freeway overpasses) to oncoming traffic, and (3) assists in close proximity to adjacent traffic flow.

Deploy a shoulder taper, placing cones in the direction of traffic flow. When removing the cones, remove them in the reverse order. Use the following specifications:

(1) Provide a 240-foot taper.
(2) Use 7 traffic control devices.
(3) Deploy successive traffic control devices in 40-foot intervals across the blocked shoulder, as shown in Exhibit E. Use the 40-foot spacing between successive broken line pavement markings as a reference for measuring each interval.
Note that the guidance provided in this section is intended for initial on-scene traffic control and does not meet specifications contained in the Manual of Uniform Traffic Control Devices for temporary traffic control.
If the incident blocks a travel lane(s), then:

1. Deploy a merging taper, beginning immediately behind the SAFE vehicle and extending toward the direction of oncoming traffic, that meets the following specifications:
   a. Provide a 360-foot taper.
   b. Use 10 traffic control devices.
   c. Deploy successive traffic control devices in 40-foot intervals across the blocked lane, as shown in Exhibit F. Use the 40-foot spacing between successive broken line pavement markings as a reference for measuring each interval.
   d. Deploy a shoulder taper as necessary.

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**Note that the guidance provided in this section is intended for initial on-scene traffic control and does not meet specifications contained in the Manual of Uniform Traffic Control Devices for temporary traffic control.**