

CHAPTER 6E. FLAGGER CONTROL

Section 6E.01 Qualifications for Flaggers

Guidance:

- 01 *Because flaggers are responsible for public safety and make the greatest number of contacts with the public of all safety workers, they should be trained in safe traffic control practices and public contact techniques.*

Flaggers should be able to satisfactorily demonstrate the following abilities:

- A. *Ability to receive and communicate specific instructions clearly, firmly, and courteously;*
- B. *Ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- C. *Ability to control signaling devices (such as paddles and flags) in order to provide clear and positive guidance to drivers approaching a TTC zone in frequently changing situations;*
- D. *Ability to understand and apply safe traffic control practices, sometimes in stressful or emergency situations; and*
- E. *Ability to recognize dangerous traffic situations and warn workers in sufficient time to avoid injury.*

Section 6E.02 High-Visibility Safety Apparel

Standard:

- 01 **For daytime and nighttime activity, flaggers shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107–2004 publication entitled “American National Standard for High-Visibility Apparel and Headwear” (see Section 1A.11) and labeled as meeting the ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. The apparel background (outer) material color shall be fluorescent orange-red, fluorescent yellow-green, or a combination of the two as defined in the ANSI standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. The retroreflective safety apparel shall be designed to clearly identify the wearer as a person.**

Guidance:

- 02 *For nighttime activity, high-visibility safety apparel that meets the Performance Class 3 requirements of the ANSI/ISEA 107–2004 publication entitled “American National Standard for High-Visibility Apparel and Headwear” (see Section 1A.11) and labeled as meeting the ANSI 107-2004 standard performance for Class 3 risk exposure should be considered for flagger wear.*

Standard:

- 03 **When uniformed law enforcement officers are used to direct traffic within a TTC zone, they shall wear high-visibility safety apparel as described in this Section.**

Option:

- 04 *In lieu of ANSI/ISEA 107-2004 apparel, law enforcement personnel within the TTC zone may wear high-visibility safety apparel that meets the performance requirements or the ANSI/ISEA 207-2006 publication entitled “American National Standard for High-Visibility Public Safety Vests” (see Section 1A.11) and labeled as ANSI 207-2006.*

Section 6E.03 Hand-Signaling Devices

Guidance:

- 01 *The STOP/SLOW paddle should be the primary and preferred hand-signaling device because the STOP/SLOW paddle gives road users more positive guidance than red flags. Use of flags should be limited to emergency situations.*

Standard:

- 02 **The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. STOP/SLOW paddles shall be at least 18 inches wide with letters at least 6 inches high. The STOP (R1-1) face shall have white letters and a white border on a red background. The SLOW (W20-8) face shall have black letters and a black border on an orange background. When used at night, the STOP/SLOW paddle shall be retroreflectORIZED.**

Guidance:

- 03 *The STOP/SLOW paddle should be fabricated from light semi-rigid material.*

Support:

- 04 *The optimum method of displaying a STOP or SLOW message is to place the STOP/SLOW paddle on a rigid staff that is tall enough that when the end of the staff is resting on the ground, the message is high enough to be seen by approaching or stopped traffic.*

CHAPTER 7D. CROSSING SUPERVISION

Section 7D.01 Types of Crossing Supervision

Support:

- 01 There are three types of school crossing supervision:
- A. Adult control of pedestrians and vehicles by adult crossing guards,
 - B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, and
 - C. Student and/or parent control of only pedestrians with student and/or parent patrols.
- 02 Information regarding the organization, administration, and operation of a school safety patrol program is contained in the “AAA School Safety Patrol Operations Manual” (see Section 1A.11).

Section 7D.02 Adult Crossing Guards

Option:

- 01 Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law.

Section 7D.03 Qualifications of Adult Crossing Guards

Support:

- 01 High standards for selection of adult crossing guards are essential because they are responsible for the safety of and the efficient crossing of the street by schoolchildren within and in the immediate vicinity of school crosswalks.

Guidance:

- 02 *Adult crossing guards should possess the following minimum qualifications:*
- A. *Average intelligence;*
 - B. *Good physical condition, including sight, hearing, and ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
 - C. *Ability to control a STOP paddle effectively to provide approaching road users with a clear, fully direct view of the paddle’s STOP message during the entire crossing movement;*
 - D. *Ability to communicate specific instructions clearly, firmly, and courteously;*
 - E. *Ability to recognize potentially dangerous traffic situations and warn and manage students in sufficient time to avoid injury,*
 - F. *Mental alertness;*
 - G. *Neat appearance;*
 - H. *Good character;*
 - I. *Dependability; and*
 - J. *An overall sense of responsibility for the safety of students.*

Section 7D.04 Uniform of Adult Crossing Guards

Standard:

- 01 Law enforcement officers performing school crossing supervision and adult crossing guards shall wear high-visibility retroreflective safety apparel labeled as ANSI 107-2004 standard performance for Class 2 as described in Section 6E.02.

Section 7D.05 Operating Procedures for Adult Crossing Guards

Standard:

- 01 Adult crossing guards shall not direct traffic in the usual law enforcement regulatory sense. In the control of traffic, they shall pick opportune times to create a sufficient gap in the traffic flow. At these times, they shall stand in the roadway to indicate that pedestrians are about to use or are using the crosswalk, and that all vehicular traffic must stop.
- 02 Adult crossing guards shall use a STOP paddle. The STOP paddle shall be the primary hand-signaling device.
- 03 The STOP (R1-1) paddle shall be an octagonal shape. The background of the STOP face shall be red with at least 6-inch series upper-case white letters and border. The paddle shall be at least 18 inches in size and have the word message STOP on both sides. The paddle shall be retroreflectorized or illuminated when used during hours of darkness.

