

Some excerpts from the traffic control regulations are below there is additional detail in the regulations. I would recommend we request MOTI expertise to develop traffic management plans at each location prior or immediately in conjunction with deployment of staff. I would request them to consider traffic coming measures, portable electronic signage and signals, traffic control persons and any other means to ensure safety of crews and a positive experience for travelers.

If we have exempt traffic such commercial vehicles, can they be detoured around information stops?

If electronic signage is used suggest avoiding messages like mandatory, isolation in favor of messages like-Welcome Home, COVID Information Ahead-Prepare to Stop.

Different traffic management approaches will be applicable at different locations depending on road nature and traffic level.

The number of information officers deployed at any given time maybe a factor in minimizing wait times and thus managing emotional response.

18.2 Responsibility

The employer must ensure that effective traffic control is provided and used whenever traffic could be hazardous to a worker.

[Enacted by B.C. Reg. 242/2006, effective January 1, 2007.]

18.3 Standards for traffic control

Traffic control equipment, arrangements and procedures must meet the requirements of the latest edition of the *Traffic Control Manual for Work on Roadways* (the "*Traffic Control Manual*") issued by the Ministry of Transportation, unless otherwise specified by this Regulation.

[Enacted by B.C. Reg. 242/2006, effective January 1, 2007.]

18.10 Operations during night time or poor visibility

- (1) During the hours of darkness, or in other conditions of poor visibility, each traffic control person must be provided with and must use, in addition to the equipment required by section 18.9, a flashlight fitted with a red signalling wand.
- (2) For the purpose of subsection (1), the traffic control person must have immediate access to spare batteries for the flashlight.