

Document 4
Motorcycle Road Guard
Major Nancy Silkey, Minnesota State Patrol
Traffic Safety

- A. Certified road guards may only provide traffic control for motorcycle group rides.
- B. A group ride is defined as an organized gathering of at least 20 motorcyclists that:
 - a. is sponsored by an entity that has liability insurance for each road guard escorting a group ride;
 - b. follows a route where each statutory or home rule charter city on the route has been given advanced notice of the ride route
 - c. ride only in daytime hours
 - d. comply with guidelines and procedures outlined in the
 - i. MN Manual on Uniform Traffic-Control Devices, authorized under MSS 169.06 Subd 1
 - ii. Motorcycle Road Guard Field Guide

A motorcycle road guard's primary function is to escort a group of riders, and to function as a flagger who stops and controls traffic at intersections. Rules required by the legislature allow for training and certification.

- 1. Ensuring the efficient accomplishment of their function with maximum safety consideration to flaggers and motorists remains priority.
- 2. Traffic control direction and compliance requires adequate visibility and signage to pre-warn, direct and control traffic. Controlling traffic at intersections generates inherent safety risks to the flagger and motorists.
 - a. Flaggers are low profile and may present with limited visibility to drivers approaching intersections.
 - i. High visibility flagging signage equipment and safety apparel increase visibility to oncoming traffic and driver recognition of a flagger.
 - b. A flagger's normal station is on the shoulder of the road, not in or on their vehicle or motorcycle while flagging.
- 3. Safely securing intersections is especially critical when traffic is directed counter to the displayed signal or traffic control sign
 - a. Uniform traffic control signage will be readily recognized by the motoring public, because it is standardized – minimizing driver confusion
 - b. Without proper signage; hand control signals won't be readily recognizable and will not provide adequate advance warning and distance to stop
 - c. A good visibility location allows for sufficient sight distance and the flagger to be clearly visible to approaching motorists, minimizing driver confusion and decreasing the incidence of crashes.
 - d. In high speed locations, limited line of sight distance, or multiple lane roadways; advance warning flaggers may be necessary to slow traffic and prewarn drivers, minimizing the hazards for the motoring public that could occur from a sudden halt in the flow of traffic.
 - e. Traffic backing up over long distances due to flagging operations may cause potentially dangerous situations. The flagger should be aware of traffic conditions at adjacent intersections and should coordinate their operations to minimize traffic backups.

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Where long lines of traffic form, advance-warning flaggers may be necessary to slow traffic and pre-warn drivers, minimizing the hazards for the motoring public that could occur from a sudden halt in the flow of traffic.

- f. Additional considerations and flagging coordination may be necessary based on intersection configuration, high volume intersections, large intersections, roadway type, peak traffic times, and speeds of approaching traffic.

There is no requirement for any entity to use certified road guards. They can comply with traffic regulations – as currently required. Those currently controlling intersections are doing so illegally and in violation of MSS 169.34 Prohibitions; Stopping.