SLAC Vehicle Driving Safety Program

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Overview

- Memo from Douglas Kreitz (Oct. 2)
- Meet with staff to discuss last phase of new SLAC Vehicle Driving Safety Program
- Designed to increase driver awareness and reduce accidents
- Meetings to supplant SLAC Today articles and address our unique situations
Purpose

- SLAC has historically experienced unacceptably high number of incidents involving government vehicles
- Typically drivers striking stationary objects
- Focus is to change driver behavior
  1. Preventative actions
  2. Post-incident actions
- Objective is to ensure accident rates drop and remain as close to zero as possible
Added Elements to Safety Program

The Vehicle Driving Safety Program adds three elements to existing procedures:

1. Drivers are expected to conduct a 360-degree vehicle inspection (and report any damage observed) before they use a SLAC vehicle.
2. A post-accident investigation will be conducted by the supervisor to determine cause and accountability.
3. Those involved in accidents will be obliged to take a 4-hour (computer-based) *Defensive Driving Training* course.
Behavioral Change

• Safe operation requires
  – Attentiveness
  – Alertness
  – Ability of individual to focus on task at hand

• Beyond mastery of rules of the road and basic mechanics of driving, must anticipate dangerous or tight maneuvering situations

• Engineering mitigations are not a substitute for driver accountability
Perventative (Proactive) Measures

- On April 1\textsuperscript{st}, 2008 SLAC Facilities required government vehicle drivers to do the 360-degree inspection to reinforce the fact that the individual is taking responsibly for proper vehicle use and care

- Originally for Facilities but now for all SLAC

- Binders in vehicle used to log any prior damage

- Supervisors are expected to communicate program expectations and regularly emphasize the importance of vehicle safety in staff meetings

- Engineering Mitigations in place:
  - Yellow plastic bollard sleeves to extend height
  - Senor systems in some vehicles (back-up cameras)
  - SLAC restrictions to acquiring large utility vehicles on site
Post-Incident (Reactive) Measures

- In the event of a non-injury incident involving damage to a government vehicle
  
  - Accident Investigation
    - Investigated by supervisor
    - Motor Vehicle Accident Report (Form 91) completed immediately after an accident is reported by SLAC security
    - Document accident and future prevention
    - Copies to SLAC Fleet Manager and others
    - In all cases, copy of report sent to Human Resources for review and any disciplinary action handled through SLAC “Traffic Control Program” procedures

- Defensive Driving Course for Driver
  - 4-hour computer-based “Defensive Driving Course” (ES&H Course # 160)
13: Traffic and Vehicular Safety

Forms, Requirements, and Tools (Exhibits - 6)
(approved via the ES&H Manual review)

Forms
- Traffic and Vehicular Safety: SLAC Motorized Vehicle Driving Privilege Form [pdf]
- SLAC Vehicle Registration Form [pdf]
- Facilities Dept Vehicle Trip Log [pdf]
- Facilities Dept Vehicle Inspection Form [pdf]

Procedures and Requirements
- Traffic and Vehicular Safety: Implementation Plan [pdf]
- Traffic and Vehicular Safety: Indoor Vehicle Use Requirements [pdf]
- Traffic and Vehicular Safety: Accident Reporting Procedure [pdf]
- Traffic and Vehicular Safety: Enforcement Requirements [pdf]
- Facilities - Transportation Policy and Procedure
- Auto Registration & Traffic Control Program - SLAC Security

See also
(webpages and tools not in the ES&H Manual chapter)

- none

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