Chapter 13: Traffic and Vehicular Safety

Quick Start

The requirements of Traffic and Vehicular Safety apply to workers, visitors, supervisors, project managers (PMs), field construction managers (FCMs), service managers (SMs), points of contact (POCs), subcontractors, the SLAC fire marshal, and the traffic and vehicular safety program manager; and SLAC Site Security, Health and Safety Services, Human Resources Development and Services, Fleet Services, and Occupational Health. They cover the registration and operation of vehicles, pedestrian safety, and reporting of traffic accidents.

2 Why

Traffic accidents can cause serious injury or death and can destroy personal and government property.

3 What do I need to know

Everyone must

- Observe the California Vehicle Code and posted traffic regulations (including wearing seat belts and observing the default speed limit of 25 miles per hour)
- Report any vehicle accidents to SLAC Site Security and their supervisor (call 911 if an injury accident)

Vehicle operators must

- Have a driver’s license valid in California
- Drive defensively and operate vehicles safely at all times. Drivers are accountable for unsafe driving that causes or contributes to a vehicle accident. For SLAC employees, infractions or violations of any of the regulations and vehicle policies will be considered for disciplinary action.

4 When

These requirements take effect 4 June 2021.

5 Where do I find more information

SLAC Environment, Safety, and Health Manual (SLAC-I-720-0A29Z-001)

- Chapter 13, “Traffic and Vehicular Safety”

Or contact the program manager.
Chapter 13

Traffic and Vehicular Safety

1 Purpose

The purpose of this program is to ensure traffic safety at SLAC. It covers the registration and operation of vehicles, pedestrian safety, and reporting of traffic accidents. It applies to workers, visitors, supervisors, project managers (PMs), field construction managers (FCMs), service managers (SMs), points of contact (POCs), subcontractors, the SLAC fire marshal, and the traffic and vehicular safety program manager; and SLAC Site Security, Health and Safety Services, Human Resources Development and Services, Fleet Services, and Occupational Health.

2 Roles and Responsibilities

Functional roles and general responsibilities for each under this program are listed below. More detailed responsibilities and when they apply are provided in the procedures and requirements.

The roles may be performed by one or more individuals and one individual may play more than one role, depending on the structure of the organizations involved. Responsibilities may be delegated.

2.1 Worker

- Follows all traffic and safety requirements
- Completes required training
- Immediately calls for emergency responders (call 911) to report any traffic or vehicular emergency situations involving injuries (see Traffic and Vehicular Safety: Accident Reporting Procedure)
- Promptly notifies SLAC Site Security (ext. 5555) and supervisor of any non-emergency traffic or vehicular accidents, or of any known or suspected violations of traffic regulations

When operating a vehicle

- Has a valid California driver’s license or a California-recognized license issued by another state or by a foreign jurisdiction of which the operator is a resident if driving on-site (see Traffic and Vehicular Safety: Traffic Safety Requirements)
- Presents license whenever requested by SLAC Site Security and notifies SLAC Site Security of any change in license status
- Has insurance for any privately owned vehicle. If a privately owned vehicle is being used for SLAC business, the driver is required to have insurance coverage to the level required by Stanford University (see SLAC Fleet Manual, “Personal Vehicles for SLAC Business”)
May register a private vehicle to speed up access to SLAC (this is highly recommended, see SLAC vehicle registration)

Minimizes idling time and turns off the engine and removes and secures the key whenever a vehicle is to be left unattended for any length of time

Performs a physical walk around the rear and sides of the vehicle to verify that there are no obstructions, pedestrians, or other vehicles in the backing path before putting the vehicle into reverse

Uses a spotter who can safely observe and safely direct the path of reverse when operating a limited visibility vehicle (LVV), defined as any vehicle that has restricted vision to the rear and or sides

Wears the required protective headgear if operating a motorcycle, scooter, moped, personal transporter, or bicycle on-site

When operating a government vehicle

Complies with requirements for operating government vehicles in the SLAC Fleet Manual, including the following:

- Must be at least 18 years old
- Verifies accident form (SF-91), accident procedure, and Stanford insurance card is in the glove box (and contacts vehicle custodian for replacements)
- Visually inspects vehicle to ensure safe operation. If deficiencies noted contacts vehicle custodian and Fleet Services before operating.
- Visually inspects the exterior of the vehicle (360-degree inspection) for any physical damage to the vehicle. If the damage is not already recorded in the vehicle log, such damage must be reported to the vehicle custodian before operating the vehicle.
- Notifies management when vehicles require major repair or modification

2.2 Supervisor

Ensures that personnel comply with traffic and safety requirements

Ensures personnel complete required training, and verifies before allowing them to use a government vehicle

Confirms that any vehicle accident involving personnel or government property under his or her supervision has been reported properly to SLAC Site Security and department heads (see Traffic and Vehicular Safety: Accident Reporting Procedure)

Notifies Fleet Services when modifying or repairing existing vehicles such as carts or mopeds, or requesting vehicle repair or maintenance

Takes appropriate disciplinary action when personnel receive traffic citations issued by SLAC Site Security

2.3 Project Manager / Field Construction Manager / Service Manager / Point of Contact

Notifies the organization or sponsor of a non-employee when a violation occurs
2.4 Subcontractor

- Notifies the Purchasing Department buyer responsible for the contract with the affected subcontractor. Purchasing may take further appropriate action with the subcontractor(s) if warranted.
- Determines whether a temporary traffic control plan is needed; prepares and implements for SLAC-performed work; ensures subcontractors do so for subcontractor-performed work; reviews plan; presents at Plan of the Week meeting; ensures approved plan is attached to site-specific safety plan and is available at the job site, and coordinates further review and notice if changes are required.

2.5 Fleet Services

- Complies with requirements of this chapter
- Prepares and implements temporary traffic control plans as required (see Traffic and Vehicular Safety: Temporary Traffic Control Plan Procedure)
- Is responsible for servicing, maintaining, and repairing all government vehicles
- Ensures that all carts, also known as low-speed vehicles (LSVs), comply with federal regulations (49 CFR 571.500) and SLAC specifications
- Prepares a formal General Services Administration (GSA) accident report for every accident involving a government vehicle on-site or off-site

2.6 SLAC Site Security

- Provides on-site traffic monitoring
- Issues traffic control violation citations to personnel who violate parking and traffic rules and provides copies of the citations to Human Resources Development and Services, department managers, and supervisors
- Interacts with Human Resources Development and Services, Fleet Services, field construction managers, and building managers in traffic and vehicular safety issues such as coordinating on-site transportation of large pieces of equipment, blocking off parking lots, and setting up road blocks
- Issues special parking permits, such as temporary disabled parking permits for on-site use only after Occupational Health verifies medical need
- Provides traffic control to assist the emergency responders in safe operations at the scene of an accident
- Provides forms for reporting both on- and off-site vehicle accidents and provides assistance filling them out
- Prepares a SLAC Site Security incident report for every accident involving a vehicle on-site and for accidents off-site that are work-related or involve government vehicles
- Provides necessary information to Stanford Risk Management for cost recovery from private insurance in the case of government property damage caused by operation of privately owned vehicles
- Reviews temporary traffic control plans; provides the approved plan and signed approval form to PM/FCM/SM/POC; submits project-related traffic announcement to SLAC Today; forwards copy of
the approved plan and signed approval form to the Building Inspection Office; and maintains copies of record

2.7  Health and Safety Services Department

- Reviews temporary traffic control plans

2.8  SLAC Fire Marshal

- Reviews temporary traffic control plans

2.9  Occupational Health Center

- Verifies disabilities and notifies SLAC Site Security for the purpose of issuing temporary disabled parking permits
- Conducts fitness for duty evaluation and/or testing for illegal drugs or alcohol and reports results to Human Resources Development and Services as soon as available

2.10 Human Resources Development and Services Division

- Working with the management, implements appropriate disciplinary actions

2.11 Traffic and Vehicular Safety Program Manager

- Oversees the traffic and vehicular safety program
- Coordinates the efforts of SLAC, SLAC Site Security, and ESH to ensure that safety goals are set and controls are implemented
- Analyzes vehicular accident and enforcement needs and presents findings and recommendations to the management

3  Procedures, Processes, and Requirements

These documents describe the detailed requirements for this program and how to implement them:

- **Traffic and Vehicular Safety: Traffic Safety Requirements** (SLAC-I-720-0A21S-005). Describes requirements for registration and operation of vehicles, including requirements for specific types, and pedestrian safety
- **Traffic and Vehicular Safety: Indoor Vehicle Use Requirements** (SLAC-I-720-0A21S-001). Describes requirements for vehicle use near and inside buildings at SLAC
- **Traffic and Vehicular Safety: Accident Reporting Procedure** (SLAC-I-720-0A21C-001). Describes process for reporting vehicle accidents
- **Traffic and Vehicular Safety: Temporary Traffic Control Plan Procedure** (SLAC-I-720-0A21C-004). Describes process for developing, approving, and implementing temporary traffic control plans
These documents provide useful guidance; their use is not mandatory:

- **Bicycle Safety, It’s no accident!** (SLAC-I-720-0A21T-001). Provides guidance on bicycle safety

These are the forms and tools for this program:

- **SLAC Site Security Incident Report Form** (available from SLAC Site Security). Form for reporting vehicle incidents at SLAC
- **Traffic and Vehicular Safety: Temporary Traffic Control Plan Approval Form** (SLAC-I-720-0A21J-004). Form for documenting approval of temporary traffic control plans

These are other program documents and resources:

- **Auto Registration and Traffic Control Program**

## 4 Training

### 4.1 Worker

All workers issued a SLAC identification badge (SLAC employees, users, subcontractors) receive basic information about traffic safety as part of SLAC environmental, safety, and health orientation required for site access. (See Chapter 55, “Site Access Control”.)

### 4.2 Worker Involved in Vehicle Accidents

Workers involved in a vehicle accident may be required to take this course:

- **ESH Course 160, Defensive Driving Training** (ESH Course 160)

### 4.3 Cart Operator

Workers who operate carts for more than four hours a day may take this course; it is not required:

- **ESH Course 155APR, Electric/Gas Low Speed Vehicle Training** (ESH Course 155APR)

## 5 Definitions

**spotter.** Designated person assisting a vehicle operator / driver reverse his or her vehicle safely

**vehicle.** A device by which any person or property may be propelled, moved, or drawn by (for example) human power, electrical or wind power, propane, diesel, bio-diesel, or gasoline power. A vehicle may have one or more wheels and may have one or more axles. This definition includes mopeds, bicycles, personal transporters, and rollerblades.

**vehicle, commercial motor.** A commercial motor vehicle is defined as (1) a vehicle with a gross vehicle weight rating of 26,001 or more pounds, and/or (2) a vehicle designed to transport 16 or more passengers, including the driver, and/or (3) a vehicle designed to transport 11 or more passengers, including the driver,
and used to transport students under twenty-one years of age to and from school, and/or (4) any vehicle transporting hazardous materials which is required to be placarded.

**vehicle, government.** Any vehicle that has been purchased using government funds (local, state or federal funds) for carrying out official work. This definition of government vehicle includes vehicles leased from the federal General Services Administration (GSA).

**vehicle, limited visibility (LVV).** Any vehicle that has restricted vision to the rear and or sides. This includes pick-up trucks (loaded beds, tool boxes, utility beds, camper shells, and so on limiting rear or side vision), tractor-trailers (with loaded beds where vision is impaired to the rear or side), mobile cranes, loaded stake bed trucks, tanker trucks, and vacuum trucks).

**vehicle, low-speed (LSV).** According to 49 CFR 571.3, a motor vehicle (1) that is 4-wheeled, (2) whose speed attainable in 1.6 km (1 mile) is more than 32 kilometers per hour (20 miles per hour) and not more than 40 kilometers per hour (25 miles per hour) on a paved level surface, and (3) whose gross vehicle weight rating is less than 1,361 kilograms (3,000 pounds)

**vehicle, privately owned (POV).** Any vehicle that is owned, leased, rented, or borrowed by an individual or company. This category includes vehicles, other than GSA vehicles, that have been leased or rented by SLAC or its staff members to be used in conducting official work (for example, rental cars, rented or leased trucks, forklifts).

**vehicle, unattended.** Any vehicle the driver of which has left the seat

### 6 References

#### 6.1 External Requirements

The following are the external requirements that apply to this program:

  - Section 3, “Definitions” (*49 CFR 571.3*)
  - Section 218, “Motorcycle Helmets” (*49 CFR 571.218*)
  - Section 500, “Low-speed Vehicles” (*49 CFR 571.500*)
- *California Vehicle Code (VEH)*
6.2 Related Documents

**SLAC Environment, Safety, and Health Manual** (SLAC-I-720-0A29Z-001)
- Chapter 55, “Site Access Control”

Other SLAC
- **SLAC Site Security**
- **Facilities and Operations** (for Fleet Services)
- **SLAC Fleet Manual** (SLAC-I-708-703-001-00)
Chapter 13: Traffic and Vehicular Safety

Traffic Safety Requirements

1 Purpose

The purpose of these requirements is to ensure traffic safety. They cover registration and operation of vehicles, including requirements for specific types, and pedestrian safety. They apply to workers, visitors, and supervisors; and SLAC Site Security, Fleet Services, and Occupational Health.

2 Requirements

Driving one’s own personal vehicle at SLAC is a privilege, not a right. Individuals must follow all applicable rules in order to retain this privilege. The California Vehicle Code applies in full at SLAC. Additional SLAC-specific requirements also apply, as described below. Violations of any of these requirements are subject to disciplinary action per Human Resources Development and Services and the Stanford University Administrative Guide.

2.1 Traffic Safety Training

All workers issued a SLAC identification badge (SLAC employees, users, subcontractors) receive basic information about traffic safety as part of the SLAC environmental, safety, and health orientation required the badging process. (See Chapter 55, “Site Access Control”.)

Workers involved in a vehicle accident may be required to take ESH Course 160, Defensive Driving Training (ESH Course 160).

2.2 Registration

2.2.1 Driver’s License

Consistent with the California Vehicle Code, SLAC requires operators of all motorized vehicles, including government cars, trucks, carts, motorcycles and scooters, to have a valid California driver’s license or a California-recognized license issued by another state or by a foreign jurisdiction of which the operator is a resident. Personnel must obtain a California driver’s license within 20 days of becoming a California resident. Drivers must present their license whenever requested by SLAC Site Security and must notify SLAC Site Security of any change in license status.
2.2.2 Insurance

Drivers must have insurance for any privately owned vehicle. If a privately owned vehicle is being used for SLAC business, the driver is required to have insurance coverage to the level required by Stanford University (see SLAC Fleet Manual, “Personal Vehicles for SLAC Business”.)

2.2.3 SLAC Vehicle Registration

It is strongly recommended that personal vehicles operated on site be registered with SLAC Site Security (see SLAC vehicle registration). SLAC vehicle registration applies to vehicles belonging to SLAC employees, long-term users, subcontractors, and temporary workers. Registering vehicles with SLAC speeds up site access – drivers of registered vehicles can enter the site during business hours through the Main Gate without stopping to show personal identification – and makes it easier to contact vehicle owners when necessary.

Individuals register their vehicles by bringing a valid driver’s license to the SLAC Site Security office and receiving a decal. The decal must be placed in a location visible when entering the Main Gate (see Auto Registration and Traffic Control Program).

2.3 Operation

Every vehicle operator is responsible for the safe operation of the vehicle he or she is driving. Drivers are expected to exercise defensive driving skills and operate vehicles safely at all times, moderating speed and following distance for all conditions. Drivers are accountable for unsafe driving that causes or contributes to a vehicle accident.

2.3.1 Vehicle Condition

Operators must take precautions to ensure that they are operating a road-worthy vehicle. This includes making sure that tires are properly inflated, the rear-view mirror is properly positioned, visibility is good through all windows, and that any loads are properly secured.

2.3.2 Road Condition and Information

Operators must take precautions to ensure that the travel path is safe. Current information regarding on-site road traffic and safety is made available in the “Access Information” column of SLAC Today. Informational signs are posted along the road as necessary to remind drivers of such requirements as wearing seatbelts and reducing speed in certain areas.

Vehicles may only be operated on the existing road network (including fence line roads) on the SLAC site unless explicit permission is granted by Facilities and Operations.

For vehicle operation requirements inside buildings, see Traffic and Vehicular Safety: Indoor Vehicle Use Requirements.
2.3.3 Traffic Rules

All vehicle operators must observe the California Vehicle Code, posted traffic regulations, and the requirements of this program. On-site infractions are cited by SLAC Site Security.

2.3.3.1 Seat Belts

California seat belt law applies at SLAC, and not wearing a seat belt constitutes a moving violation.

*Note* Only passengers in a bus are not required to wear seat belts. Passengers in other types of vehicles may not sit or stand without proper restraining devices. Riding in the bed of a pick-up truck is prohibited.

2.3.3.2 Speed Limit

The default speed limit for all vehicles on SLAC property is 25 miles per hour (38 kilometers per hour). Lower speed limits may apply to the following areas:

- Areas with posted lower speed limits where congestion, foot traffic, or road configuration frequently present greater hazards
- Areas where temporary conditions such as road repair, foul weather, or congestion may warrant speeds below posted limits
- Areas where temporary conditions such as construction work along road ways, road repair, foul weather, or congestion may warrant speeds below posted limits
- In all areas when vehicles are being escorted by SLAC vehicles equipped with flashing lights
- All on-site construction areas

*Note* Speed control devices (radar guns) are used by SLAC Site Security officers to determine the speed of a moving vehicle. These devices are accurate to within one mile per hour. The instruments are calibrated at least daily and are fully serviced annually. A log of the calibrations is maintained on file. The instruments do not pose any type of radiation or other hazard to the operator of the instrument or the approaching vehicle’s occupants.

2.3.3.3 Backing Up

The operator/driver of any vehicle is required to perform a physical walk around the rear and sides of the vehicle to verify that there are no obstructions, pedestrians, or other vehicles in the backing path before putting the vehicle into reverse.

**Limited Visibility Vehicles**

When operating a *limited visibility vehicle (LVV)*, for example a pick-up truck with a loaded bed limiting rear or side vision or a vehicle of excessive size or mass (mobile crane, loaded tractor-trailer, loaded stake bed truck, tanker truck, vacuum truck), the operator/driver is required to have a vehicle *spotter* positioned who can safely observe and safely direct the path of reverse.

The spotter must be within sight of the operator/driver at all times. If the spotter’s location cannot be observed by the operator/driver, the operator/driver will come to a complete stop until the spotter can again be seen. The spotter will be required to observe the path of reverse of the vehicle and keep pedestrians and
other vehicles out of the path of the reversing vehicle. The spotter will use appropriate hand signals (agreed upon by operator/driver and spotter) to give clear directions to the operator/driver at all times while the vehicle is in motion. The spotter is required to wear a reflective traffic vest or reflective jacket while performing spotter duties.

Any vehicle that has a rear back-up camera system or obstacle detection system will be exempt from having a spotter if the electronic devices provide full coverage of the path in rear of the vehicle. The device must be used in conjunction with performing a physical walk around the rear and sides and utilizing the rear view and side mirrors to verify no obstructions are present, before the vehicle is put into reverse. The spotter is required to wear a reflective traffic vest or reflective jacket while performing spotter duties.

2.3.3.4 Parking

Prohibitions

All state and local parking regulations apply at SLAC. Specifically, parking is prohibited

- Along red curbs
- In front of fire hydrants
- In fire lanes
- Where a vehicle may block building exits
- In zones marked NO PARKING

Designated Areas

Vehicles may not park in designated parking spaces unless applicable to that designation. Examples include government (for example, General Services Administration) vehicles, parking for persons with disabilities, electric vehicles, and carpool vehicles.

Parking on Inclines

When parking on an incline, all vehicles must have their parking brakes set. Passenger vehicles and light duty trucks (for example, pick-up trucks) and electric carts must also properly curb their wheels when parked on inclines. All carts, construction haulage, and delivery vehicles parked on inclines must have their parking brake engaged and at least one wheel properly chocked.

Abandoned Vehicles

Privately owned vehicles parked on site for longer than three days without permission from SLAC Site Security will be declared abandoned and treated in accordance with the applicable California regulations regarding abandoned vehicles on private property. The owners must pay for towing and storage to recover their vehicles. Vehicle storage is not allowed at SLAC.

Disabled Parking Permit

Disabled parking permits issued by the state of California are valid at SLAC. In addition, personnel who are temporarily disabled may request a special temporary disabled parking permit issued by SLAC Site Security that is valid for use at SLAC only. The Occupational Health Center must verify the disability.
2.3.3.5 No Idling

Idling of vehicles should be kept to a minimum, especially near buildings:

1. After starting the engine, minimize idling time and set the vehicle in motion immediately; be prepared to drive before turning the ignition key.
2. Turn the engine off whenever the vehicle is to be left unattended for any length of time (and remove and secure the key).

Note: Vehicles may be left idling if necessary to power accessories and tools. In such cases follow the Fleet Services Vehicle Procedure: Operating Exterior Accessories or Equipment That Require Vehicle to be Running.

Diesel-fueled off-road vehicles and equipment may not idle for more than five consecutive minutes. The idling limit does not apply to idling:

- When queuing
- To verify the vehicle is in safe operating condition, to ensure safe operation of the vehicle, or to bring the machine system to operating temperature
- For testing, servicing, repairing or diagnostic purposes
- Necessary to accomplish work for which the vehicle was designed (such as operating a crane)

(See Chapter 30, “Air Quality”.)

2.3.4 Traffic Hazards Due to Construction or Other Large-scale Projects

Additional traffic safety precautions for large vehicles or equipment include:

- Yielding the right-of-way to vehicles involved in the movement of heavy equipment or materials
- Only crossing a double yellow line to pass slow moving equipment and vehicles after being signaled by the driver or operator that it is safe to pass
- Only operating vehicles during the hours of darkness when there are sufficient lights, or lighted escort vehicles or persons

Temporary traffic control plans may be required for some projects (see Traffic and Vehicular Safety: Temporary Traffic Control Plan Procedure for details).

2.3.5 Government Vehicles

2.3.5.1 Vehicles

All government vehicles (Department of Energy and General Services Administration) must be:

- Operated in compliance with the requirements of the SLAC Fleet Manual
- Maintained in safe operating condition and returned to Fleet Services for maintenance and repair as necessary
- Tracked; a use log must be kept
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- Furnished with an accident form (SF-91), accident procedure, and Stanford insurance card
- Visually inspected before use for any physical damage to the exterior or interior. If the damage is not already recorded in the vehicle log, such damage must be reported to the vehicle custodian and SLAC Site Security before operating the vehicle.
- Assigned to a department custodian

2.3.5.2 Driver Age

Drivers under the age of 18 are not permitted to drive any motorized government vehicle, nor are they permitted to work as an outside helper on a motor vehicle.

2.3.6 Carts

Carts, also known as low-speed vehicles (LSVs), used for transportation of personnel and cargo on SLAC property must be compliant with 49 CFR 571.500. This standard governs the specifications for the purchase of new carts, and the operation and maintenance of existing carts. Carts that are not compliant with this standard must be removed from service until they repaired or brought up to compliance with this standard.

Frequent (more than four hours a day) operators of carts may complete ESH Course 155APR, Electric/Gas Low Speed Vehicle Training (ESH Course 155APR).

2.3.7 Motorcycles, Mopeds, Personal Transporters, and Bicycles

Appropriate protective headgear must be worn by anyone who operates a motorcycle, moped, personal transporter, or bicycle on site, as follows:
- Motorcyclists and operators of a moped or scooter must wear a helmet that meets Department of Transportation standards (49 CFR 571.218).
- Cyclists and personal transporters operators must wear a Consumer Product Safety Commission-approved bicycle helmet (16 CFR 1203). Helmets can be purchased once approved by supervisor and for SLAC use only.

In addition to wearing the appropriate headgear, operators and cyclists must
- Obey all road signs and follow the California Vehicle Code
- Use both hands for handlebar control
- Carry items in the vehicle basket or in a backpack or belt pack that does not hinder vehicle operation
- Drive defensively
- Never travel faster than road conditions warrant
- Watch for road hazards
- Ride on roads or other designated bicycle pathways and not on pedestrian pathways/sidewalks

SLAC-owned bicycles may not be ridden outside of SLAC and must be transported by vehicle for off-site maintenance. (University-based staff should refer to their respective departments regarding departmental bikes and policies.) For additional information on safe bicycle use and availability of SLAC-owned bicycles, see Bicycle Safety, It’s no accident! and the Sustainability and Energy Management Program.
2.3.7.1 Bicycle Parking

Bicycles must be parked in designated racks or lockers. Parked bicycles must not obstruct walkways, railings, doorways, or ramps intended for use by pedestrians or people with disabilities. Bicycles must be kept in good working order and must not be allowed to deteriorate or become otherwise derelict. If left unattended, a bicycle may be tagged as abandoned with a warning notice by SLAC Site Security.

A bicycle is determined to be abandoned when it is found in the same location over an extended period of time (generally two weeks or more) with any combination of missing parts, dust/cobwebs, flat tires, and rusted chain. SLAC Site Security will remove abandoned bicycles from racks/lockers in order to maintain an adequate number of secure parking spaces and discourage bicycle theft. Bicycles may also be removed from racks/lockers that are being relocated due to construction.

Bicycles identified for removal are posted with a notice informing the owner that he or she must remove the bicycle from its current location within 14 days or the bicycle will be impounded. Simply removing the notice will not stop the bicycle from being impounded: the bicycle must be removed from the rack/locker.

SLAC Site Security is not responsible or liable in any way for lost, stolen, or damaged bicycles and is not responsible for the cost of locks, chains, other security devices, or any other item that may be damaged or destroyed as a result of removing any bicycle.

2.3.7.2 Electric Bicycles

Use of electric bikes (e-bikes) at SLAC is allowed.

Electric bikes are broken down into three categories in the California Vehicle Code:

1. Class 1 e-bikes assist riders up to 20 miles per hour, with pedaling only.
2. Class 2 e-bikes assist riders up to 20 mph, with or without pedaling.
3. Class 3 e-bikes assist riders up to 28 mph, with pedaling.

Class 1 and 2 e-bikes are classified as conventional bicycles by the California Vehicle Code, may be used on dedicated bicycle paths, and are subject to conventional bicycle rules at SLAC.

Class 3 e-bikes may not be used on dedicated bicycle paths, unless the paths are posted to allow motorized bicycles, and the riders must be 16 years or older. Class 3 e-bikes are subject to motorized vehicle rules at SLAC. Class 3 e-bikes are not approved for use as SLAC-owned bicycles.

Electric cargo tricycles are available under special circumstances as job aides approved by management and may be obtained through SLAC Fleet Services. Some SLAC organizations have developed and require training for users. Check with your ESH coordinator for any organization-specific training requirements.

Removable batteries for personal and SLAC owned e-bikes may be charged indoors if the batteries and their matched chargers are UL 2271 listed and in good condition. Charging locations are limited to an electrical outlet in the user’s personal office space or another outlet location acceptable to the building manager. Use of exterior receptacles for e-bike battery charging is not permitted, unless designated with signage for e-bike charging. Re-charging personal e-bike batteries at SLAC to enable commuting is classified as de minimis electricity usage and not subject to electricity cost reimbursement.
2.3.8 Skateboards, Rollerblades, and Personal Transporters

Skateboarding, including the use of motorized skateboards or single-wheel personal transporters, is not allowed at SLAC. Rollerblading is allowed. (Persons using rollerblades are strongly recommended to wear knee and elbow pads and gloves.) Use of personal transporters is also allowed, provided they have handlebars and hand-operated brakes.

2.3.9 Pedestrian Safety

Pedestrians are subject to the California Vehicle Code. Although they do have the right of way at marked crosswalks and unmarked intersections, they must not move into the paths of moving vehicles so suddenly as to constitute a hazard. At all other points on roadways, pedestrians must give way to vehicles.

3 Forms

The following forms and systems are required by these requirements:

- None

4 Recordkeeping

The following recordkeeping requirements apply for these requirements:

- SLAC Site Security will maintain vehicle registration records

5 References

SLAC Environment, Safety, and Health Manual (SLAC-I-720-0A29Z-001)

- Chapter 13, “Traffic and Vehicular Safety”
  - Traffic and Vehicular Safety: Indoor Vehicle Use Requirements (SLAC-I-720-0A21S-001)
  - Bicycle Safety, It’s no accident! (SLAC-I-720-0A21T-001)
  - Traffic and Vehicular Safety: Temporary Traffic Control Plan Procedure (SLAC-I-720-0A21C-004)
  - Auto Registration and Traffic Control Program

- Chapter 30, “Air Quality”
- Chapter 55, “Site Access Control”

Other SLAC Documents

- ESH Course 154, SLAC Traffic Safety Training (ESH Course 154)
- ESH Course 155APR, Electric/Gas Low Speed Vehicle Training (ESH Course 155APR)

SLAC Today, “Access Information”
- **SLAC Site Security**
- **Facilities and Operations** (for Fleet Services)
- **SLAC Fleet Manual** (SLAC-I-708-703-001-00)
- **Fleet Services Vehicle Procedure: Operating Exterior Accessories or Equipment That Require Vehicle to be Running**
- **Sustainability and Energy Management Program**
- **SLAC Occupational Health Center**

Other Documents

  - Section 3, “Definitions” ([49 CFR 571.3](#))
  - Section 218, “Motorcycle Helmets” ([49 CFR 571.218](#))
  - Section 500, “Low-speed Vehicles” ([49 CFR 571.500](#))
- **California Vehicle Code**
- Underwriters Laboratories (UL) 2271, “Standard for Batteries for Use In Light Electric Vehicle (LEV) Applications” ([UL 2271](#))
- Stanford University. Administrative Guide Memo 7.6.1, “Accident and Incident Reporting”
Chapter 13: Traffic and Vehicular Safety

Indoor Vehicle Use Requirements

The purpose of these requirements is to minimize hazards and air pollution due to the use of vehicles use near and inside buildings. They cover all vehicle use near and inside buildings at SLAC. They apply to workers and supervisors.

**1 Purpose**

Vehicle use near and inside buildings is restricted to specific vehicle types and areas due to indoor air quality concerns and safety considerations, as outlined here. Listed below are buildings and vehicle types for which vehicle use is defined. For information concerning vehicles and buildings not listed below, contact Fleet Services. The vehicle maintenance shop and the riggers shop are exempt from these requirements.

**Table 1  Allowed Use in or near Buildings, by Vehicle and Building Type**

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Administration and office buildings, laboratories</th>
<th>Industrial buildings and warehouses, Collider Experimental Hall (CEH), End Stations A and B, Interaction Region Halls, Beam Switch Yard (BSY) Entrance</th>
<th>Klystron Gallery, Linac, Positron Electron Project (PEP), SLAC Linear electron-positron Collider (SLC), BSY, Stanford Positron-Electron Asymmetric Ring (SPEAR) Tunnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal motorized vehicle of any type</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Gasoline and diesel trucks</td>
<td>Loading only</td>
<td>Loading only</td>
<td>No</td>
</tr>
<tr>
<td>Cars, mopeds, and scooters (any fuel)</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Gasoline and liquefied petroleum gas (LPG) forklifts¹</td>
<td>Loading only</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Diesel forklifts¹</td>
<td>Loading only</td>
<td>Yes²</td>
<td>Yes²</td>
</tr>
<tr>
<td>Electric forklifts and carts¹</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Building Type</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial buildings and warehouses, Collider Experimental Hall (CEH),</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>End Stations A and B, Interaction Region Halls, Beam Switch Yard (BSY)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Klystron Gallery, Linac, Positron Electron Project (PEP), SLAC Linear electron-positron Collider (SLC), BSY, Stanford Positron-Electron Asymmetric Ring (SPEAR) Tunnel</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Administration and office buildings, laboratories</th>
<th>Entrance</th>
<th>Tunnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline carts1</td>
<td>No</td>
<td>Loading only</td>
<td>No</td>
</tr>
</tbody>
</table>

1 Operators of these vehicles must carry a type ABC dry-chemical fire extinguisher.
2 An exhaust scrubber is required for operation of these vehicles

2.1 Additional Requirements

- Before bringing a vehicle into a building, whether listed in Table 1 or not, get a release from the area or building manager. Advance notice will allow time to make necessary arrangements such as temporarily disabling smoke detectors.

- See Chapter 12, “Fire and Life Safety”, for information on keeping entry and exit paths, aisles, and emergency exits clear.

- Carry a type ABC dry-chemical fire extinguisher as indicated in the table.

- Charge electric carts only in well ventilated places such as outdoors, or indoors only under forced-air ventilation.

- Extended operation of any non-electric vehicle in the interior of buildings or tunnels requires carbon monoxide evaluation by the SLAC industrial hygiene program manager.

3 Forms

The following forms and systems are required by these requirements:

- None

4 Recordkeeping

The following recordkeeping requirements apply for these requirements:

- None

5 References

SLAC Environment, Safety, and Health Manual (SLAC-I-720-0A29Z-001)

- Chapter 13, “Traffic and Vehicular Safety”
- Chapter 12, “Fire and Life Safety”
Chapter 13: Traffic and Vehicular Safety

Accident Reporting Procedure

1 Purpose

The purpose of this procedure is to ensure the consistent, timely reporting of vehicle accidents. It covers the reporting of every vehicle accident involving injury or damage to a government vehicle, or private vehicle if on-site or off-site on SLAC business, or property. It applies to workers and visitors involved in vehicle accidents, their supervisors, and SLAC Site Security.

2 Procedures

Anyone involved in a vehicle accident must immediately report it

1. If on-site to SLAC Site Security
2. If off-site, and work-related or involving a government vehicle, first to local law enforcement, then to SLAC Site Security

2.1 Reporting On-site Accidents

The following steps must be completed for all on-site vehicle accidents.

<table>
<thead>
<tr>
<th>Step</th>
<th>Person involved in accident</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Person involved in accident</td>
<td>Stops vehicle. Someone could be injured and need help.</td>
</tr>
<tr>
<td>2.</td>
<td>Person involved in accident</td>
<td>If anyone has been injured, calls 911 and provides aid and information to the best of training and ability</td>
</tr>
<tr>
<td>3.</td>
<td>Person involved in accident</td>
<td>Calls SLAC Site Security at ext. 5555 from any SLAC phone or 650-926-5555 from a non-SLAC phone and reports the accident immediately. Reports all accidents whether or not at fault. SLAC driving privileges will be suspended if the accident is not reported. Employees may be subject to further action depending on the circumstances and/or severity of the accident.</td>
</tr>
<tr>
<td>4.</td>
<td>Person involved in accident</td>
<td>Shows driver’s license to SLAC Site Security. If in a private vehicle, will also be asked for proof of insurance.</td>
</tr>
<tr>
<td>5.</td>
<td>SLAC Site Security</td>
<td>If a parked vehicle or other property hit, contacts the owner; refers to Stanford Risk Management any damage to government property as a result of negligent operation of privately owned vehicles</td>
</tr>
</tbody>
</table>
### Traffic and Vehicular Safety | Accident Reporting Procedure

#### 2.2 Reporting Off-site Accidents

The following steps must be completed for accidents off-site involving a government vehicle or a private vehicle being driven on SLAC business.

<table>
<thead>
<tr>
<th>Step</th>
<th>Person</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Person involved in accident</td>
<td>Stops vehicle. Someone could be injured and need help. Failure to stop may result in being charged with a hit and run and criminal prosecution.</td>
</tr>
<tr>
<td>2.</td>
<td>Person involved in accident</td>
<td>If anyone has been injured, calls 911 and provides aid and information to the best of training and ability</td>
</tr>
<tr>
<td>3.</td>
<td>Person involved in accident</td>
<td>Calls 911 and reports the accident immediately</td>
</tr>
<tr>
<td>4.</td>
<td>Person involved in accident</td>
<td>Moves vehicle out of the way of traffic, if no one is injured</td>
</tr>
<tr>
<td>5.</td>
<td>Person involved in accident</td>
<td>Shows driver's license and vehicle information to the other drivers, to any other persons involved in the accident, and to the responding police officer</td>
</tr>
<tr>
<td>6.</td>
<td>Person involved in accident</td>
<td>Does not discuss fault for the accident with others at the scene. It is SLAC and Stanford University policy that personnel do not admit to any fault for vehicle accidents. It is up to the university and its insurance carrier to determine or admit fault.</td>
</tr>
<tr>
<td>7.</td>
<td>Person involved in accident</td>
<td>If a parked vehicle or other property hit, contacts the owner, leaving a note with name and phone number in the car or securely attached to it, and reports the accident to the city police or, in unincorporated areas, to the California Highway Patrol</td>
</tr>
<tr>
<td>8.</td>
<td>Person involved in accident</td>
<td>Contacts and reports the accident to SLAC Site Security and supervisor immediately. A report must be filled with SLAC Site Security for all off-site accidents, even if the accident was reported to law enforcement. SLAC driving privileges will be suspended if the accident is not reported.</td>
</tr>
<tr>
<td>9.</td>
<td>SLAC Site Security</td>
<td>Completes SLAC Site Security Incident Report Form and provides to supervisor</td>
</tr>
</tbody>
</table>
10. Person involved in accident
   If government vehicle is involved, follows protocol for exchanging information with
   the other party and submitting full reports as required for government vehicles by
   Fleet Services (see SLAC Fleet Manual)

11. Supervisor
   Confirms that any vehicle accident involving personnel or government property
   under his or her supervision has been reported properly to SLAC Site Security and
   department heads

12. SLAC Site Security
   Begins investigation process following requirements of Incident Reporting and
   Investigation Process

3. Forms

The following are forms and systems are required by this procedure:
- SLAC Site Security Incident Report Form (available from SLAC Site Security). Form for reporting
  vehicle incidents at SLAC

4. Recordkeeping

The following recordkeeping requirements apply for this procedure:
- SLAC Site Security maintains completed incident report forms.

5. References

SLAC Environment, Safety, and Health Manual (SLAC-I-720-0A29Z-001)
- Chapter 13, “Traffic and Vehicular Safety”
  - Auto Registration and Traffic Control Program

Other SLAC Documents
- SLAC Site Security
- SLAC Fleet Manual (SLAC-I-708-703-001-00)
- Incident Reporting and Investigation Process (SLAC-I-701-O03-006-00)
Bicycle Safety
It’s no accident!

Resources for SLAC-owned bicycles

- **Bicycles.** Departments may purchase bicycles for use at SLAC. Check with your supervisor for departmental policy.
- **Safety helmets.** SLAC Stores issues safety helmets for on-site business use only.
- **Repairs.** The Facilities Department repairs SLAC-owned bicycles. Put in a service request by calling ext. 8901, filling out an online service request, or bringing the bike to the service bay on the east side of Building 81.

Need more info?

- For state regulations, see California Department of Motor Vehicles, "Bicycle Rules and Safety", [http://www.dmv.ca.gov/about/bicycle.htm](http://www.dmv.ca.gov/about/bicycle.htm)
- For SLAC policy, contact the SLAC Site Security manager at ext. 2310 or see the ES&H Manual, Chapter 13, “Traffic and Vehicular Safety”, [http://www-group.slac.stanford.edu/esh/hazardous_activities/traffic_vehicular/](http://www-group.slac.stanford.edu/esh/hazardous_activities/traffic_vehicular/)
- For Stanford resources, see "Bicycling at Stanford", [http://transportation.stanford.edu/alt_transportation/BikingAtStanford.shtml](http://transportation.stanford.edu/alt_transportation/BikingAtStanford.shtml)
- For copies of this brochure, contact the SLAC Site Security and Emergency Management Office at ext. 2310

Wear your helmet and obey traffic signs – it’s SLAC policy!
Whether riding recreationally, commuting to SLAC, or riding on-site, being safe is especially important for cyclists. This guide helps you tune up on what you need to know, safety tips, inspection ABCs, and SLAC bicycle resources.

Did you know?
When riding at SLAC you must
- Wear a properly-fitted Consumer Product Safety Commission (CPSC)-approved bicycle helmet
- Obey all traffic signs, especially stop signs
Keep in mind that cyclists on SLAC and public roads have the same rights and responsibilities as motorists and are subject to the same rules and regulations.

Are you doing everything you can to stay safe on the road? Take a moment to review the following tips.

Be alert
- Anticipate what others will do and be prepared to respond: look for sudden stops or lane changes
- Look over your shoulder before changing lanes
- Allow extra time to stop when the road is wet and test your brakes often
- Avoid potholes, rocks and debris, ruts and cracks, or any obstacle that may throw you off balance
- Be especially vigilant at intersections and around driveways
- Keep a safe distance from parked cars to avoid running into a door that may open unexpectedly

Be predictable
- Use proper hand signals when turning or changing lanes
- Ride with the traffic flow and ride to the right if you are moving slower than other traffic unless you are turning left, passing someone, or avoiding a hazard
- Ride in a straight line
- Do not ride on a sidewalk; walk the bike when using a crosswalk, and give pedestrians the right of way

Be visible
- Wear bright clothing
- Use your horn, bell, lights and voice as needed
- Establish eye contact with others to make sure you are seen – if the driver does not appear to see you, adjust your activity

Be prepared
- Choose a bike that fits: the seat height should allow you to touch the ground with one foot, leaning slightly, with your other foot on the pedal
- Attach a rear-view mirror to your helmet, glasses, or handlebars to see what’s behind you
- Secure anything you are transporting: use a backpack, or basket, or use panniers for heavier loads
- Make sure you have a forward-aiming white light, reflectors, and reflective clothing if you ride at dawn, dusk, or at night
- Make it a habit to inspect your bike before each ride; see inspection ABCs below

Inspection ABCs
In addition to any specific safety equipment you might need – such as a lamp and reflectors at night – check these items every time before you ride.

A is for Air
- Squeeze the tires and if they feel low, inflate with a hand pump or stop by the Facilities service bay at Building 81. Keep the pressure at the recommended maximum stamped on the tire.
- Check tires for damage and tread wear

B is for Brakes
- Try the brakes to make sure they grab well and snap back immediately when released

C is for Crank
- Check the crank by rotating the pedals
- Check the headset by turning the handlebars side-to-side
- Make sure that quick-release levers, if any, are tight
- If nothing appears loose, lightly bounce the bike to listen for loose parts
- If that checks out, take a test ride in an area free of traffic
- Check that the wheels are in true
Chapter 13: Traffic and Vehicular Safety

Temporary Traffic Control Plan Procedure

1 Purpose

The purpose of this procedure is to ensure traffic safety for workers, motorists, bicyclists, and pedestrians within and around temporary work sites; protect equipment; minimize traffic disruption; and provide access for emergency response vehicles by defining the standards and specifications for temporary traffic control. It covers determining whether a temporary traffic control plan is needed and creating, reviewing, and executing a plan, for both subcontractor- and SLAC-performed work. It applies to SLAC points of contact (POCs), project managers (PMs), field construction managers (FCMs), service managers (SM) and subcontractors; and SLAC Site Security, Health and Safety Services, and the SLAC fire marshal.

2 Procedures

These procedures are intended to ensure temporary traffic control plans are documented when required, include needed standards and specifications, and are reviewed and approved by the required stakeholders before work begins that impacts traffic at SLAC.

2.1 When a Plan Is Required

A plan is required for any work that meets any of the following conditions:

- Closes a lane on any section of SLAC roads (alleys, driveways, including the north and south side of the klystron gallery road) for more than one hour
- Completely closes either lanes or the entire road on any section of SLAC roads (alleys, driveways)
- Affects the Main Gate or Alpine Gate
- Affects emergency (fire, medical, and/or law enforcement) access
- Affects pedestrian/bicycle pathways anywhere on the site
- Affects access to or causes a loss of parking spaces

If the work does not meet any of the above conditions, the SLAC fire marshal and SLAC Site Security must still be notified, via e-mail. A phone conversation is not evidence of notification.


2.2 Required Elements

If a traffic control plan is required it must

1. Comply with *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 6, “Temporary Traffic Control” (*California MUTCD, Part 6*). Required distances as specified in MUTCD may be adjusted for SLAC’s specific roadway conditions.

2. Include the elements listed in Table 1. A traffic control plan that does not include all of the required elements listed below will be found incomplete and returned for revision and re-submittal.

3. Give equal consideration to construction work and the SLAC community and to all aspects of travel, pedestrian, bicycle, and vehicle, through the work zone.

Table 1 Detailed Temporary Traffic Control Plan Requirements

<table>
<thead>
<tr>
<th>Phase</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development</td>
<td>• Be legible: using either ink or computer generated graphics, Google images of the area, lane configuration, parking, and sidewalk relative to the proposed work area and the locations of traffic signs, barricades, cones, and location of the flaggers</td>
</tr>
<tr>
<td></td>
<td>• Be provided in PDF format</td>
</tr>
<tr>
<td></td>
<td>• Include a project schedule showing each phase affecting traffic and the planned method of handling traffic by phase, including dates and times of any closures of roadways</td>
</tr>
<tr>
<td></td>
<td>• Include a description, including images, of emergency response vehicle access. If the road or area is completely blocked, preventing access by an emergency responder, a contingency plan must be included.</td>
</tr>
<tr>
<td></td>
<td>• Show all streets in the work zone vicinity to ensure proper orientation</td>
</tr>
<tr>
<td></td>
<td>• Show existing striping, pavement markings, painted crosswalks, and bike lanes, including total roadway widths, individual lane widths, bike lane widths, median dimensions</td>
</tr>
<tr>
<td></td>
<td>• Indicate posted speed limits</td>
</tr>
<tr>
<td></td>
<td>• Show location and dimensions of the construction work zone</td>
</tr>
<tr>
<td></td>
<td>• Show staging area and materials storage area, as appropriate</td>
</tr>
<tr>
<td></td>
<td>• Indicate locations of construction signs, barricades, and delineators, including cones</td>
</tr>
<tr>
<td></td>
<td>• List all needed signage</td>
</tr>
<tr>
<td></td>
<td>• Feature a legend defining all symbols, designated with Caltrans nomenclature (see <em>California MUTCD, Part 6</em>)</td>
</tr>
<tr>
<td></td>
<td>• Show all parking restriction zones and signs, as appropriate</td>
</tr>
</tbody>
</table>

| Implementation | Traffic control devices installed and maintained to ensure the safe movement of traffic and pedestrians/bicyclist/emergency vehicles through, or around, the work area and provide maximum protection and safety to workers |
|               | • All delineators equipped with reflective bond at night time               |
|               | • Signs and barricades, shown on the plan, to direct pedestrians/bicyclist/emergency traffic through or around the work zone |
|               | • All traffic control devices provided to conform to *California MUTCD, Part 6* |
|               | • All traffic control devices removed from view when not in use             |
|               | • Flaggers provided as deemed necessary following *California MUTCD, Part 6* |
Phase Requirement

- All conflicting signs covered or removed
- CAUTION STEEL PLATES AHEAD and/or ROUGH ROAD signs in advance of steel plate bridging
- A minimum of twelve (12) foot wide travel lanes maintained at all times
- Work impacting traffic flow restricted to between 9:00 AM to 3:00 PM. In special circumstances the work may start earlier or go later only if additional pathways for vehicle traffic are created during rush hour.
- For complete road closure, immediate emergency access provided if needed to fire department and SLAC Site Security

2.3 Schedule

Plans must be
1. Submitted five working days before the start of work
2. Reviewed and approved within two working days (that is, approval must be complete three working days before start of work)
3. Be publicized in SLAC Today two days before work begins and presented at the earliest available Plan of the Week meeting (on Mondays)

2.4 Subcontractor-performed Work

<table>
<thead>
<tr>
<th>Step</th>
<th>Person</th>
<th>Action</th>
</tr>
</thead>
</table>
| 1.   | PM/SM/POC | Determines whether a plan is required (see threshold logic above)  
  - If needed indicates on the [Subcontractor Safety: Work Classification Form](#) and/or [Subcontractor Safety: Site-specific Safety Plan Content and Approval Form](#) (SSSP) |
| 2.   | Subcontractor | Develops plan following detailed requirements (Table 1)  
  - Submits plan to the PM/FCM/SM/POC |
| 3.   | PM/FCM/SM/POC | Reviews the plan  
  - If deemed unacceptable, provides comments and requests revision  
  - If deemed acceptable, completes and documents approval on the [Traffic and Vehicular Safety: Temporary Traffic Control Plan Approval Form](#) and coordinates the additional reviews and approvals |
| 4.   | Health and Safety Services representative, fire marshal, and SLAC Site Security | Reviews the plan  
  - If deemed unacceptable, provides comments  
  - If deemed acceptable, documents approval on the Temporary Traffic Control Plan Approval Form |
| 5.   | SLAC Site Security | Provides the approved plan and signed approval form to PM/FCM/SM/POC  
  - Submits project-related traffic announcement to [SLAC Today](#) |
Step | Person | Action
---|---|---
6. | PM/FCM/SM/POC | ▪ Forwards copy of the approved plan and signed approval form to the Building Inspection Office  
▪ Ensures the approved plan and signed approval form are attached to the SSSP, if one is required, and they are available at the job site  
▪ Reviews project and traffic control plan at the Plan of the Week meeting
7. | Subcontractor | ▪ Implements the approved plan  
▪ Works with the PM/FCM/SM/POC if any modifications or changes are needed and revises plan
8. | PM/FCM/SM/POC | ▪ Informs SLAC Site Security of all proposed changes to the approved plan  
▪ If changes to the plan are required, coordinates reviews and approvals
9. | PM/FCM/SM/POC | ▪ Notifies SLAC Site Security when work approved by plan is completed

### 2.5 SLAC-performed Work

| Step | Person | Action
---|---|---
1. | PM/SM/POC | ▪ Determines whether a plan is required (see threshold logic above)  
▪ Ensures plan is completed, following detailed requirements (Table 1)  
▪ Submits plan and [Traffic and Vehicular Safety: Temporary Traffic Control Plan Approval Form](#) for review and approval
2. | Health and Safety Services representative, fire marshal, and SLAC Site Security | Reviews the plan  
▪ If deemed unacceptable, provides comments  
▪ If deemed acceptable, documents approval on the Temporary Traffic Control Plan Approval Form
3. | SLAC Site Security | ▪ Provides the approved plan and signed approval form to PM/SM/POC  
▪ Submits project-related traffic announcement to [SLAC Today](#)
4. | PM/SM/POC | ▪ Ensures the plan and approval form are included in the work integration plan or work planning and control folder (see Chapter 2, "Work Planning and Control") and they are available at the job site  
▪ Forwards copy of the plan and form to the Building Inspection Office  
▪ Reviews project and traffic control plan at the Plan of the Week meeting
5. | PM/SM/POC | ▪ Implements the approved plan
6. | PM/SM/POC | ▪ Informs SLAC Site Security of all proposed changes to the approved plan  
▪ If changes to the plan are required, coordinates reviews and approvals
7. | PM/SM/POC | ▪ Notifies SLAC Site Security when work approved by plan is completed
3 Forms

The following forms and systems are required by this procedure:

- Traffic and Vehicular Safety: Temporary Traffic Control Plan Approval Form (SLAC-I-720-0A21J-004). Form for documenting the approval of temporary traffic control plans

4 Recordkeeping

The following recordkeeping requirements apply for this procedure:

- Completed plans and forms will be kept available on the job site. SLAC Site Security will maintain copies of record.

5 References

SLAC Environment, Safety, and Health Manual (SLAC-I-720-0A29Z-001)

- Chapter 13, “Traffic and Vehicular Safety”
- Chapter 2, “Work Planning and Control”
- Chapter 42, “Subcontractor Safety”
  - Subcontractor Safety: Work Classification Form (SharePoint)
  - Subcontractor Safety: Site-specific Safety Plan Content and Approval Form (SLAC-I-730-0A21J-025)

Other SLAC Documents

- SLAC Today, “Access Information”

Other Documents

Chapter 13: Traffic and Vehicular Safety

Temporary Traffic Control Plan Approval Form

Product ID: 647 | Revision ID: 2420 | Date Published: 4 June 2021 | Date Effective: 4 June 2021
URL: https://www-group.slac.stanford.edu/esh/eshmanual/references/trafficFormTrafficControlApproval.pdf

This form is for documenting the approval of temporary traffic control plans. The form is to be completed by the project manager (PM)/field construction manager (FCM)/service manager (SM)/point of contact (POC) responsible for the project, who attaches the plan to this form. The completed form is to be kept on the job site, with one copy kept by SLAC Site Security and one forwarded to the Building Inspection Office (BIO). (See Traffic and Vehicular Safety: Temporary Traffic Control Plan Procedure [SLAC-I-720-0A21C-004].)

1 Project Information

<table>
<thead>
<tr>
<th>Building number/project location</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project name</td>
<td></td>
</tr>
<tr>
<td>BIO authorization number (if applicable)</td>
<td>Requisition/service request number</td>
</tr>
<tr>
<td>Company</td>
<td></td>
</tr>
<tr>
<td>Contact name</td>
<td>Phone number</td>
</tr>
<tr>
<td>SLAC PM/FCM/SM/POC name</td>
<td>Cell phone number</td>
</tr>
<tr>
<td>SLAC Health and Safety Services rep name</td>
<td>Cell phone number</td>
</tr>
<tr>
<td>Description of portion of work for which this traffic safety plan is issued</td>
<td></td>
</tr>
</tbody>
</table>

For implementation

<table>
<thead>
<tr>
<th>Beginning time/date</th>
<th>Completion time/date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of presentation at Plan of the Week meeting</td>
<td></td>
</tr>
<tr>
<td>Date posting to appear in SLAC Today (SLAC Site Security to complete)</td>
<td></td>
</tr>
</tbody>
</table>

2 Approvals

<table>
<thead>
<tr>
<th>SLAC PM/FCM/SM/POC name</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLAC Health and Safety Services rep name</td>
<td>Signature</td>
<td>Date</td>
</tr>
<tr>
<td>SLAC fire marshal name</td>
<td>Signature</td>
<td>Date</td>
</tr>
<tr>
<td>SLAC Site Security name</td>
<td>Signature</td>
<td>Date</td>
</tr>
</tbody>
</table>

Notes/conditions of approval
- [ ] SLAC Health and Safety Services rep
- [ ] SLAC fire marshal
- [ ] SLAC Site Security
# 851>Cal/OSHA Implementation Plan: Traffic and Vehicular Safety

This form is for documenting changes to a program and the program's supporting resources (ESH Manual chapter or similar program description, training courses, databases, and so on) resulting from the adoption of the model Revolutionary Working Group (RWG) contract (see below) and the associated DOE variance from 10 CFR 851, “Worker Safety and Health Program”. The purpose is to ensure consistent, concise descriptions of the resulting changes. The form is to be completed by the program manager and sent to the DOE as a cover sheet with the revised documents. The general process is as follows:

1. Program manager completes form
2. Changes to program resources made and reviewed following normal revision processes
3. DOE sent draft form and revisions
4. Changes to program resources published
5. DOE sent final form and revisions

## 1 Introduction

The RWG model contract and 10 CFR 851 variance are intended to simplify and improve the implementation of worker safety and health requirements by tailoring the laws, regulations, and standards that apply while achieving a level of protection equivalent to the requirements of 10 CFR 851. This mostly entails replacing federal Occupational Safety and Health Administration (OSHA) regulations (29 CFR 1910 and 1926) with Cal/OSHA regulations (8 CCR) as external requirements to be complied with but may also involve other laws and regulations and either different versions of industry standards than those cited in 10 CFR 851 or entirely different standards. (One purpose of this form is to capture the specific changes in external requirements for each program.) (For more information on this effort, see the variance application in 851>Cal/OSHA resources.)

## 2 Plan

<table>
<thead>
<tr>
<th>Field Number</th>
<th>Field Name</th>
<th>Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Program name</td>
<td>Traffic and Vehicular Safety</td>
</tr>
<tr>
<td>2</td>
<td>Program manager</td>
<td>Ovrahim, Simon</td>
</tr>
<tr>
<td>3</td>
<td>LBNL counterpart</td>
<td>Robinson, Scott (SME list) (LBNL Phonebook)</td>
</tr>
<tr>
<td>4</td>
<td>Program documents</td>
<td>The following is a list of existing program documents, to be reviewed by the program manager to determine which will need to be revised to reflect 851&gt;Cal/OSHA changes.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- ESH Manual Chapter 13: Traffic and Vehicular Safety</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: Quick Start Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: Traffic Safety Requirements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: SLAC Motorized Vehicle Driving Privilege Form</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: Indoor Vehicle Use Requirements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: Accident Reporting Procedure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Bicycle Safety: It's no accident!</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: Temporary Traffic Control Plan Procedure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Traffic and Vehicular Safety: Temporary Traffic Control Plan Approval Form</td>
</tr>
</tbody>
</table>

5. Training courses

The following is a list of existing training courses, to be reviewed by the program manager to
6. Other program resources

The following is a list of existing program resources, to be reviewed by the program manager to determine which will need to be revised to reflect 851>Cal/OSHA changes.

- SLAC Site Security
- Auto Registration and Traffic Control Program

7. Current external requirements

The following is a list of current external requirements for this program, as identified in the program documents above.

- California Vehicle Code (*VEH*)
- Stanford University Administrative Guide

The following is a list of current external reference/guidance documents.

- SLAC Today, “Access Information”
- SLAC Facilities and Operations Division (for Fleet Services)
- SLAC Fleet Manual
- Fleet Services Vehicle Procedure: Operating Exterior Accessories or Equipment That Require Vehicle to be Running
<table>
<thead>
<tr>
<th>Field Number</th>
<th>Field Name</th>
<th>Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Proposed external requirements</td>
<td>List all the external requirements that will apply to this program. To determine, start by looking up existing external requirements in 851&gt;Cal/OSHA resources (variance, gap analysis, and contract) and finding replacements (for example a specific section in 29 CFR 1910 to a specific section in 8 CCR or a current version of an industry standard). Where Cal/OSHA requirements are less stringent than those of 10 CFR 851, check with Jeremy Sawyer on which to use. Enter “no changes” if none.</td>
</tr>
<tr>
<td>9</td>
<td>Proposed substantive changes</td>
<td>Describe (list) the substantive changes to be made in the program, based on the new external requirements. Enter “no changes” if none.</td>
</tr>
<tr>
<td>10</td>
<td>Additional proposed substantive changes</td>
<td>Describe (list) the substantive changes to be made in the program, in addition to those based on the new external requirements. For example, those due to stakeholder input, other reviews and audits, operating experience. Enter “no changes” if none.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Updated training to reflect current requirements: ESH Course 154, SLAC Traffic Safety Training, has been cancelled and ESH Course 155APR, Electric/Gas Low Speed Vehicle Training, is voluntary.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Use of the license plate reader (LPR) system has ended.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vehicles may not park in designated parking spaces unless applicable to that designation. Examples include government (for example, General Services Administration) vehicles, parking for persons with disabilities, electric vehicles, and carpool vehicles.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Off-road diesel vehicles and equipment may not idle for more than five minutes, unless queuing, verifying safe operating condition, testing, or performing work powered by the vehicle.</td>
</tr>
<tr>
<td>11</td>
<td>Affected program documents</td>
<td>List program documents affected by the changes above. Enter “no changes” if none.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ESH Manual Chapter 13: Traffic and Vehicular Safety</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Traffic and Vehicular Safety: Quick Start Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Traffic and Vehicular Safety: Traffic Safety Requirements</td>
</tr>
<tr>
<td>12</td>
<td>Affected training courses</td>
<td>List training courses affected by the changes above. Enter “no changes” if none.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No changes</td>
</tr>
<tr>
<td>13</td>
<td>Other affected program resources</td>
<td>List other program resources affected by the changes above. Enter “no changes” if none.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No changes</td>
</tr>
<tr>
<td>14</td>
<td>Comments/Questions/Issues</td>
<td>Add any comments or questions regarding applicable requirements or changes.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[ Add text ]</td>
</tr>
<tr>
<td>15</td>
<td>Status</td>
<td>Initial draft (proposed changes) Draft (for DOE review) Final (published changes)</td>
</tr>
<tr>
<td>16</td>
<td>Date completed</td>
<td>9/24/2020 11/2/2020 6/4/2021</td>
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</tbody>
</table>