

PPSA Survey: Pedestrian and Mobile Equipment Safety

1. Does your company have a policy addressing pedestrian and mobile equipment safety?

Yes – 88% (30 responses)

No – 12% (4 responses)

Comments:

- Designated traffic patterns in the warehouse, designated crosswalks all around the mill for pedestrians, pedestrians have the right of way except for in warehouse, all vehicles operate with headlights on, rental and contractor equipment must be inspected before use. Hit-Not system in the warehouse.
- Addressed in our powered industrial truck policy.
- Some sites do, others don't really address.
- Each facility has a local policy addressing Pedestrian and Mobile Equipment Safety
- We do and we present Pedestrian\Mobile Eq safety to every new hire as part of the orientation.
- Needs to be updated
- We do not have a specific policy but we do have guidance documents.
- It isn't a single policy. It is mixed throughout several. Would like to improve into a single focus.
- It is a loose policy regarding forklift operators and pedestrians. Forklift operators are required to sound their horn at 15 ft. increments while operating in a pedestrian heavy area. Pedestrians are required to stay along the outer edges of the forklift areas if required to cross.
- We have clearly identified pedestrian walkways painted on the floor; "Fork Truck Only" painted red floor lanes and a policy at the front desk that all contractors and vendors are to stay to the green walkway until they reach their intended destination. We also instruct visitors that mobile equipment always has the right of way on the production floor.

2. What are your greatest challenges to success (injury reduction) concerning Pedestrian and Mobile Equipment Safety?

Not a priority/Issue – 15% (5 responses)

Collision avoidance – 71% (24 responses)

Physical segregation - 74% (25 responses)

Policies and Practices – 44% (15 responses)

Equipment Specifications- 3% (1 response)

Training – 32% (11 responses)

Comments:

- Contractor vehicle operations
- Complacency
- Concern over multiple or conflicting systems
- It is a priority, but we do not have any issues
- Adverse or abnormal conditions
- We haven't had any incidents in the past

3. What are the contributing factors or root causes to your Pedestrian/Mobile Equipment incidents?

- We have not had any recently, but we have had mobile equipment collisions in shipping in the past. We completed a study and implemented traffic patterns to reduce traffic. Mobile equipment collisions in Shipping
- Old, small buildings without segregated design. Operators not looking behind before moving in reverse. Poor visibility due to loads.
- inattention
- Complacency
- preoccupied/distracted workers. poor marking for aisle ways shifts in physical segregation
- Complacency. Pedestrians and mobile equipment operators get too comfortable with their surroundings.
- Close working areas of peds and PIT's
- establishment of segregated pathways for pedestrians has not been completed
- poor visibility Rushing Full warehouse capacity limited real estate or warehouse size poor pedestrian routing / lack of designated walkways
- Pedestrians unseen by driver, congested and busy spaces, process requires both PIT and employees in same area at same time
- have not had any
- Layout of the mill. Our highest traffic area for mobile equipment and the highest traffic for pedestrians is the same area. We are currently working to reduce the mobile equipment by 51% and pedestrians by 30%.
- not sure as we have never had any, but it is a constant concern
- We have not had any incidents!
- Rushing, Lack of Awareness of Surroundings
- Foot traffic in congested areas
- people not paying attention
- Haven't had any
- rushing and not following procedures
- Pedestrians and trucks use the same aisles
- Heavy congestion-trucks traveling throughout Mill
- Poor communication and unexpected situations in which the lift truck or the pedestrian is in a location that they are not normally in.
- Lack of attention on the pedestrian's part.
- Human factors. Poor operating habits, complacent pedestrians
- we have not had any incidents to speak of in the past.
- Clear procedures not in place to assure pedestrians were in the clear of mobile equipment.
- Pedestrian/Equipment interface...typically by other operators who don't realize they have become the 'pedestrian'. They don't associate themselves as pedestrians because they work and are authorized in that area.
- Pedestrians walking around in a forklift loading zone.
- Separation of PITs and pedestrians. Still sharing the same space in some areas.
- Tight working quarters, poor original configuration of floor plan of facility, heavy traffic at all times.
- separation of pedestrians and PIT, avoiding work place incidents
- No incidents in this facility
- In the past, speed certainly has been a factor.

- Awareness
- Several new employees driving mobile equipment
- We haven't had any previous incidents. The current policy was put in place as a best practice.
- Operator error
- Blind spots, traffic flows, layout

4. What activities, processes or best practices has your site/company completed or is working on to improve Pedestrian Safety/Mobile Equipment?

- Signage - stop and yield. LED lighting on PIT facing both forward and rear. Require pedestrians to yield and ensure eye contact has been made with PIT operators.
- blue backup lights headlights continuously running when truck is started.
- Painted "Wait For The Wave" at crosswalks
- training, improved marking
- Pedestrian visual and audio alarms when passing through high mobile traffic areas.
- Physical barrier segregation
- company wide assessment within our audit program
- designated walkways barrier separation blue LED lights marking vehicle's travel path dock door improvements
- High visibility clothing for pedestrians visual and audible alarms on PIT Hitnot devices in some cases
- installed blue led back up lights on all powered industrial equipment
- Awareness, regular discussions at our "First day Back" meeting and monthly crew safety meetings.
- blue light use when backing up
- Site assessment. Added convex mirrors, added additional forklift aisle ways. Training.
- Started Team focused on this specific issue
- hi vis clothing, notification when entering, limited access to warehouse areas, sign in and out when accessing
- Rearranging our roll room where only clamp trucks can enter.
- We have very little foot traffic and have plenty of room for rolling stick to operate.
- seat belts are required to be orange so you can see them at all times
- Designating pedestrian walkways. Implemented stop points for trucks in pedestrian areas. Installed blue lights that shine on the floor for visibility. Restricting pedestrian traffic in warehouse and shipping.
- We do not permit pedestrians in our warehouses while forklifts are operating. All forklift operations must cease when pedestrians are in the warehouses.
- Risk evaluation, administrative controls and warning systems.
- We have travel lines for mobile equipment painted on floor.
- Significant efforts to install pedestrian segregation - spent millions of dollars across our businesses.
- We have added designated walkways, visitors wear safety vests, forklifts with blue backup lights, equipment with backup alarms/lights etc.

- Development and implementation of companywide simplified In The Clear procedures and practices, mobile to mobile In The Clear procedures and processes.
- Focused on no pedestrian movement around PIT and general awareness. However, the approach is scattered.
- We have begun to look at making certain areas off limits for forklifts and others off limits for pedestrians.
- Corporate-level programs, discussion on conference calls, training, and audits.
- High visibility clothing requirements in affected areas, mounting of pedestrian warning lights on the front and rear of all powered industrial trucks, painted designated walkways/routes, training.
- Wait for the Wave, lift truck drivers wait for the pedestrian to wave to verify each has been seen-Yellow/Orange Vests, Orange Crush areas, barricades, designated walk ways
- Employee training and awareness, working on rerouting employees to minimize PIT pedestrian interface.
- All vehicles are governed to 8 mph. All lift trucks, scooters and loaders have multiple lights added to alert pedestrians in noisy areas. We have many electric trucks that are quiet and the lights help with their visibility since we can't hear them. We have a policy that no one has the right of way. Right of way is established through eye contact and agreement.
- visual improvements, training, designated pedestrian walkways
- Had consultant conduct a pedestrian safety survey. This year we plan to do more work pedestrian/mobile equipment safety in the warehouse.
- Traffic Light and Gate
- Risk assessments, including traffic (equipment/pedestrian) mapping; identification of multiple controls; identification of site SMEs; standardization of proven technologies; research into sensor technology